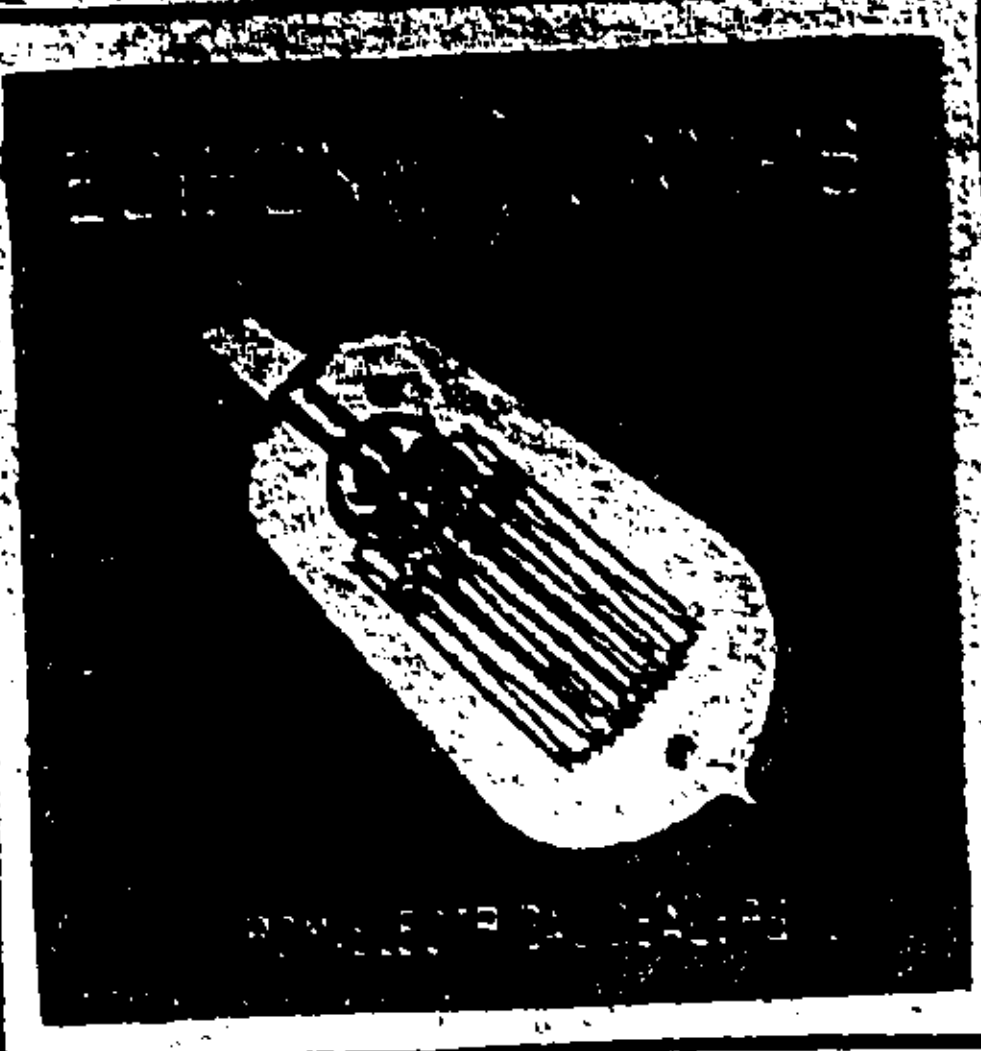




The Hongkong Telegraph

(ESTABLISHED 1861)

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REUTER'S TELEGRAMS.

OLYMPIC GAMES.

FURTHER FINAL RESULTS.

Antwerp, August 21.
The following Olympic finals have resulted thus—
Hop, Step, and Jump.—1. Tunlos (Finland), who did 14 metres, 50½ centimetres; 2. Jansson (Sweden); 3. Almlof (Sweden).
56-lb. Weight Throwing.—W. J. McDonald (America), with a throw of 11 metres, 26½ centimetres; 2. P. Ryan (America); 3. Lind (Sweden).
3,000 Metres Walk.—1. Frigerio (Italy); 2. Parker (Australia); 3. Remer (America); 4. McMaster (South Africa). Time—13 min. 14.1/5 secs.
400 metres Relay Race.—Won by America, the time being 42.15 seconds, which is a record. England was fourth.
The final for throwing the discus was won by Nicklander (Finland).

THE NEXT PROGRAMME.

London, August 21.
A telegram from Antwerp says the Olympic Games Board has decided to reduce the programme of games to purely athletic sports; for example, running, jumping, swimming, wrestling and boxing. Other games may be held simultaneously, but will not be considered as Olympic contests. The exact programme will be settled at the Lausanne Meeting in June, 1921, when the place for the 1924 Games, probably Rome or Paris, will be selected.

A DENIAL.

Later.
Reuter's special correspondent at Antwerp is informed that there is no truth in the report that future Meetings will be confined to purely athletic sports. The Olympic Council discussed certain possibilities, but there was no attempt to bring the matter to a vote, and there is no fear of actual steps being taken in the matter of altering the programme before the Council meets at Lausanne.

THE "MESPOT" UNREST.

BRITISH CAPTAIN'S WIFE CAPTURED.

London, August 20.
The Civil Commissioner at Bagdad telegraphs that Capt. Buchanan's wife has been captured, but is reported safe and is being well treated. There is no news of the child believed to be accompanying her.
[A previous telegram reported that Capt. Buchanan, an Irrigation Officer, was amongst those killed by Arabs on August 13th at Shikraban.]

WRANGLER HITS BACK.

REVERSES FOR THE REDS.

Constantinople, June 21.
The Bolshevik operations on the right bank of the Dnieper have broken down. The Reds have crossed the river and advanced on Perekop, with the object of surrounding Wrangel's right. Wrangel, counter-attacking, recaptured Alerski and threw back the enemy across the river. The Reds evacuated Kerkhovka, leaving much booty.

THE KATTOWITZ DISORDERS.

GERMAN PROTEST AGAINST ALLIED SUSPICIONS.

Berlin, August 21.
The Government is preparing a Note protesting against the Allies' suspicions that the Government is involved in the Kattowitz disorders and demanding that the Inter-Allied Commission in Upper Silesia shall strictly carry out the task confided to it by the Peace Treaty, not showing partiality towards the Poles.

BEDOUIN ATTACK ON TRAIN.

A FRENCH OFFICER KILLED.

Cairo, August 21.
A message from Haifa says Bedouin attacked a train from Damascus, killing a French officer and a Damascus notable as well as maltreating and robbing the passengers.

ANOTHER IRISH INCIDENT.

COASTGUARD STATION BURNED DOWN.

London, August 21.
Armed and masked men burned down Brown Head Coastguard Station in Ireland at midnight and took off all the stores.

TO-DAY'S CHINESE TELEGRAMS.

Shanghai, August 23.
Li Shun, Tuchun of Kiangsu and chief delegate for the Peace Conference, has proposed to Peking that the place for the Conference should be chosen by the North while the date for opening be fixed by the South.
On receiving information from Amoy that Chan King-wing's troops have captured many districts and are now marching to blockade Waihow, all the members of the Waihow community in Peking and Shanghai have jointly wired congratulatory telegrams to Chan.
A report from Tientsin states that Nei Chee-chun, Tuchun of Kwantung, has died in the French Hospital at Tientsin.
The President has had a discussion with Tso Kwan and Chung Shun, a proposal that all the Tuchuns in the provinces should be transferred to other districts.

AN ISLANDER'S DIARY.

(BY "AJAX")

I am glad to see that the Police have taken up a suggestion thrown out in these columns by placing more policemen on the road from Arsenal Street to the Wanchai Market. But although the Police have been strengthened, there is still much unregulated traffic in this quarter. Some of these extra policemen may be seen standing on the roadside or the footpath unconcerned at everything going on around them. They have certainly not been posted there as ornaments but to make the road safer both for the motorist and the pedestrian. This particular thoroughfare is a menace to everyone using it. In a certain part of it there has been for some time a big ditch, and not many paces from it is the bamboo structure of a building that is being pulled down in parts. The intervening space is just sufficient to enable one car to pass through, and on a road which is full of rickshas, not to speak of pedestrians, one would have expected either the Public Works Department or the Police to have taken steps to remedy this. Why is it that so much granite and bamboo are allowed to lie on the road? Accidents on the road from Arsenal Street to the Wanchai Market are still of common occurrence.

The Hongkong Police, or rather the Traffic Inspector, appear at present to be on the warpath, for chauffeurs' licences are being suspended or cancelled for rash driving. This is as it should be, but there is always a danger of things being overdone. For instance, I am told that at times the authorities before cancelling the licence of a chauffeur, in case of an accident and where the chauffeur has previously been warned, do not take the trouble to hear the driver's side. A better plan would be to have a Committee of Enquiry, comprising the C.S.P., the Inspector of Traffic and a couple of motorists who own cars. There is no doubt that the Shanghai driver is better than the Cantonese, although it may be argued by the Police that in the majority of cases where accidents have occurred the Northern man has been driving. The greatest drawback about these Northerners is that they will take risks, from which most of the Cantonese will shrink. There seems to be a silent campaign on foot by the Police to weed these Shanghai drivers out, and to attract Cantonese in their place.

Evidently the good effects which followed the repayment, in gold to the United States of America of certain debts due by Great Britain and France have worn off, for the cross-rate between New York and London has dropped to below G. \$3.60 per pound, and appears to be weak at that. One wonders whether it will be possible to see the Hongkong dollar at the entrance level of 6s. 3d. That sort of good luck comes but once, and those of us who failed to take advantage of the wealth possibilities it offered are obliged to make the most of our vain regrets. The tremendous slump in the price of silver, due to the smaller demands of the world for coinage purposes, and the stagnancy of trade throughout the world, has shattered every hope of a very high exchange rate, but a five shilling dollar or a shade over would be quite welcome to some of us. It is difficult to say whether the recent rise that we have experienced in the sterling value of the Hongkong dollar is due to entirely speculative causes or otherwise. There are good shipments of silk from Hongkong, and these silk bills would serve to stiffen the market. Considerable consignments of silver bought about May have already been shipped to China from the United Kingdom. Messrs. Montagu and Co. have recently received orders for the

AT THE CINEMA.

CHINESE SAPPER IN TROUBLE.

Military service brings with it many privileges. A Chinese Sapper of the Royal Engineers who was afflicted with a bloated conception of his own importance, honoured the Eastern Cinema with his presence yesterday. He paid 10 cents for a third-class seat, but thought nothing of assuming a second-class seat, which costs ten cents more. He was politely requested by the Theatre attendants to take a third-class seat, but he refused to move. Just as the attendants were about to lay their hands on him and give him a sound hiding, he came a policeman, who, learning the reason of the row, took the Sapper to the Police Station. He was brought up before Mr. Hutchison this morning and sentenced to a fine of \$10, with the alternative of two weeks' hard labour.

rather than to the condition of the balance of trade between China and the rest of the world. Certainly, this expression of opinion will be endorsed by many locally. Undoubtedly, the principal force that determined the fierce rise in the silver market last year was the phenomenal demand from China. This China managed to do principally as a result of the big balance of trade that had been built up in her favour. During the four years 1915 to 1919 the exports from China exceeded the imports by nearly eighty-one million taels. When silver was very dear and gold relatively cheap, China sold her large stocks and purchased enormous stocks of gold. As she does not use gold for coinage purposes, presumably she will have to sell her gold. When she does, the gold market will feel a trifle easier than it is to-day.

The news that Mr. George E. Anderson, the Consul-General for the United States in Hongkong, may not return to the Colony, as he had been requested by the Washington Government, has been received here with regret. Mr. Anderson had a thorough grip of the commerce of South China, and his reports touching the various commodities of the Colony and on the trade of Hongkong were always full of interest to the merchant. He had an aptitude for scrutinising figures, and with the journalistic experience that he had behind him he made these reports highly interesting. It is not everyone who can write interestingly on financial topics, and more specially on trade returns, which are dry-as-dust to most people. One great proof of the extended popularity of Mr. Anderson's writings is to be found in the fact that so many journals in the British Possessions and elsewhere used to print them in extenso. His reports bore the stamp of individuality. The one thing that Mr. Anderson's writings never were, never will be, and never could be, is dull. Mr. Anderson was one of the hardest worked men in the Colony. Many people do not realise how difficult it is to get commercial information in Hongkong. Before the Department of Imports and Exports decided to issue the returns of the trade of the Colony, Mr. Anderson's periodical reports were the only ones for public information. Over two years ago he sent a report on sugar refining to the State Department at Washington. Some one from the China Sugar Refining Company complained that the figures contained in that report were not accurate, and some of the figures were also disputed. The Consul-General was asked where the information was obtained from, but he refused to say. The report was then sent to the State Department, and the figures were found to be correct.

OBSERVATORY WORK.

WEATHER FORECASTING & STORM WARNING.

There are few subjects in which the public is more interested than that of Weather Forecasting. Storm warning is naturally but a part of the whole subject, and on this part the public interest waxes very high. It would be interesting to know what percentage of casual Hongkong conversation turns on this particular topic in the course of the summer months. Notwithstanding this general interest, it is nevertheless a fact that a large degree of ignorance prevails as to the methods used by the various weather bureaux of the Far East to supply weather forecasts and storm warnings. Warnings concerning typhoons existing over remote parts of the ocean, and in the centre of the China Sea, are much in evidence at different times, and often in utter ignorance of the manner in which such information is deduced, the ordinary member of the public is apt to form extravagant ideas of "instruments," or else an altogether flattering estimate of the perspicacity of some individual. Both of these ideas have a certain amount of fact as a basis, and the following description of methods will perhaps enable the reader to appreciate the amount of credit which each should receive.

Let it now be stated that the whole question rests with the preparation of synchronous charts. In all weather bureaux these are prepared two or three times daily. On such charts are depicted, by figures and conventional signs, meteorological information from a large or small district as the case may be, and from this information certain deductions can be made by the weather forecaster. The meteorological information necessary is the reading of the barometer (corrected for all errors and reduced to sea level) and the direction and force of the wind. By obtaining these data (observed at the same time, say 6 a.m.) from a large number of stations, it is possible to make a diagrammatic representation of the distribution of atmospheric pressure over a district at a particular instant. It is now necessary to give some idea of the diagram that is produced and the deductions that can be made from it.

Most people have seen an ordinary map, many have had experience of the military map, and have perhaps noted the different methods of showing the contour of the land represented by the map area. There are various ways of representing this, one of the most usual being the employment of "contour lines." These are lines, drawn through places with the same height above a datum line (usually mean sea level) and show in a very practical manner the varying elevation of the area delineated. It will be readily seen that the courses of rivers and streams have a general tendency to cross these contour lines from those parts of the map showing hills or mountains to those showing land of lower elevation.

The synchronous chart of weather map has two similarly interdependent features. Instead of the height of the ground above sea level, the height of the barometer is substituted; arrows showing the direction of river flow, and the same general tendency is at once apparent, i.e. the wind direction is shown to be from the region of high barometer towards the region of low barometer, with the exception that the wind arrows fly at a more or less constant angle to the lines of equal barometer.

These lines showing places of equal barometer height or atmospheric pressure are called "isobars," and the accurate drawing of isobars on weather maps is the first duty of the weather forecaster. From the isobars, the wind direction and force can be deduced, and the weather can be forecasted.

these probabilities in the form of a weather forecast. These are the principles of weather forecasting; they contain nothing very hard to understand, but their practice is usually attended with considerable difficulty.

Let us now consider these difficulties, and do so in connection with a particular problem of local forecasting, viz. the location of a typhoon centre. Supposing that unlimited information was available for the suspected area, the forecaster would then proceed to plot this information (barometric pressure, wind direction and force) on his map. Proceeding to draw isobars at every 10th of an inch, he would draw a series of concentric rough circles or ellipses probably with decreasing intervals between them as the centre of the innermost circle was approached. The delineation of the isobars on the map would appear very much like the surface of an onion sliced at right angles to its stem. The centre of the innermost circle would represent the centre of the typhoon. By repeating the whole operation after a period of, say, eight hours, the same type of diagram would be produced, but the centre would probably have shifted its position. The forecaster is now able to say that at a certain hour a typhoon was situated in a certain position and moving in a certain direction. After making the first determination of position he would not be able to make any announcement as to direction of motion beyond that which his experience would lead him to consider highly probable. The foregoing would be an accurate estimate of the powers of a forecaster of very moderate ability possessed of unlimited information; in fact the task would not be beyond the powers of anyone with the necessary knowledge of meteorological science. "Practical conditions are however remarkably different, the information available in the Far East being extremely scanty.

To return for a moment to the illustration afforded by the contour lines of an ordinary map. Suppose for an instant our map represented an area of 100,000 square miles, and suppose that to determine contour lines, a measurement of height were made in at least every 100 square miles, giving a total of 1,000 observations; even then the contour lines would be far from accurate.

Now regard the position with reference to a weather map. The area under review in the Far East exceeds 100,000 square miles very considerably, yet how many measurements of barometric pressure are obtainable over that area? The number approximates to 40, so that it will be readily seen that the problem is beginning to assume difficulties. A further question suggests itself: "How many observations of barometric pressure are obtainable from the oceanic area where typhoons originate?" The answer is "Two!"

The study of weather phenomena for a considerable number of years has however produced certain laws, and although in the particular instance of typhoons, the movement is often beyond observation for some time owing to the distance of the centre from any observing station, yet enough is known of their general motion to fill in approximately the blanks thus made. Thus the first indications of the existence of a typhoon may be noticed at Guam or Yap, island stations at a great distance from the Philippines. Again, the first indications may be seen in the movements of the barometers in the Philippine Islands, and yet again by those in Indo-China and Hongkong.

When a typhoon is once located, it becomes the special duty of a responsible official to determine its position as often as possible and issue these positions with all possible speed for the benefit of the shipping community. This can only be done by keen attention to the fluctuations of barometric pressure at the various observing stations, and by the forecaster's skill in correlating the conditions from time to time.

TYPHOON WARNING.

The telegram quoted below was received by the American Consulate General, Hongkong, from the Manila Observatory at 1 p.m. to-day—

Typhoon over N. China Sea. Direction unknown.

TO-DAY'S EXCHANGE.

The closing rate of the dollar, on demand, to-day was 4s. 2½d.

THE WEATHER.

2 p.m. Barometer:—29.66. Temperature:—81. Humidity:—85.

DON'T FORGET.

TO-DAY.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

TO-MORROW.

Coronet Theatre—5.15 and 9.15 p.m.
Hongkong Theatre—5.15, 7.15 and 9.15 p.m.

INVENTION FOR THE LIMBLESS.

The remarkable spectacle of an armless youth helping himself to a full-course meal, doing a little typewriting, signing his name, taking a cigarette and a match and lighting it, was witnessed at a demonstration at the College of Ambulance, Cavendish-square, recently. Sir James Cantlie explained that the ingenious "contraption" of pipes and treadles by which these wonders were performed was the invention of a working gas fitter of Edinburgh, Mr. George Thompson. Sir James was enthusiastic about the invention, and expects it to become a blessing to armless men.

East have set themselves, and considerable success has attended their efforts. The preliminary steps were the collection of information as to the laws governing these disturbances; the next thing to be obtained was the telegraphic communication of observations to a common centre, so that experience could make use of them for the common weal. The telegraphic facilities have been freely placed at the disposal of the different observatories by the Great Northern and Eastern Extension Companies, and it is to be regretted that the phenomenal traffic at present dealt with by these Companies has rendered telegraphic delays inevitable, thus impairing the utility of all the weather services to a very considerable degree.

Improvement may be effected by the use of wireless, but, owing to the system of transmission between station and station, it is doubtful if much time would be saved. The multiplication of observing stations would aid in a very considerable degree, and if observations were obtainable from certain islands, storm warnings could be much improved in accuracy.

We see, therefore, that our instruments are essential in the forecaster's equipment. They are the barometer, wind gauge, and telegraph instrument; the latter figuratively representing the telegraphic service without which weather forecasting is impossible. The great dependence upon the forecaster, and other things being equal, the quality of his results will vary in accordance with the number and accuracy of the synchronous observations he has at his disposal.

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EARLIER TELEGRAMS

THE ANGLO-JAPANESE ALLIANCE.

Ottawa, Aug. 19.

Considerable interest has been aroused by the "New York World" statement that Mr. Lloyd George will visit America in October to meet the Premiers of the British Dominions for a conference regarding renewal of the Anglo-Japanese Alliance. Government circles know nothing of Mr. Lloyd George's visit, though there is a general understanding that a conference of Premiers of overseas Dominions is likely to hold sometime in 1920 to discuss the Anglo-Japanese Alliance. But it is considered extremely unlikely that Mr. Lloyd George will be able to attend any such conference this winter.

BRITISH RANCH OWNER SEIZED.

New York, Aug. 19.

It is reported from Mexico City that Cantu has announced that Salzar has succeeded him as Governor of the northern district of Lower California.

Mexico City, Aug. 20.

Bandits under the leadership of Zamora raided Autlan in south-west Mexico and captured Herbert Johnson, a British ranch-owner. They are demanding a hundred thousand pesos ransom. The authorities are energetically seeking to secure his release.

RUSSIA AND POLAND.

Paris, Aug. 20.

The "Matin" states that the American Ambassador visited the Foreign Office to express the American Government's satisfaction at the French Government's attitude towards Poland. The "Matin" states that two French cruisers which have gone to Danzig to supervise the landing of foodstuffs for Poland will shortly be joined by an American cruiser, now on her way.

Brussels, Aug. 20.

The "Independence Belge" says that notwithstanding Trade Union measures, Antwerp firms are loading for Poland substantial quantities of munitions which the Americans have sent from the Rhine, and they are being shipped by an American steamer. "Libre Belgique" says that France has prohibited the exportation of iron ore to Belgium.

AMERICA AND FRANCE.

Paris, Aug. 19.

Three hundred Knights of Columbus who have come to France to present a statue of Lafayette to Metz visited the ruins of Rheims. M. Millerand, presiding at lunch, paid a tribute to the Americans who fell beside the Frenchmen defending the cause of liberty and fight.

ODESSA DESERTED.

Constantinople, Aug. 20.

A French warship has returned from a visit to Odessa, where it secured the release of two French merchantmen after extreme threats. The officers report that Odessa was like a dead city. There was no movement in the streets and only four smoking chimneys in the whole town.

SWEDEN'S SOCIALISTS.

Stockholm, Aug. 20.

The Liberals have declined the Conservative offer to co-operate in a common platform against the Socialists at the coming Riksdag elections, believing it will tend to weld the various Socialist groups.

AVIATION IN THE FAR NORTH.

Stockholm, Aug. 20.

The most northerly aerial route in the world has been inaugurated, between Porjus and Storvajaure, by the British aviator Colonel Henderson.

GERMAN SHIPBUILDING TROUBLES.

Hamburg, Aug. 20.

The Blohm and Voss shipyards have closed down indefinitely owing to labour troubles.

CHINESE COAL FOR EUROPE.

London, Aug. 20.

The "Times" states that merchants have offered to deliver 200,000 tons of Chinese coal in Europe at an inclusive price of £10 per ton.

OBITUARY.

London, Aug. 20.

The death is announced of Col. John Worthy Chaplin, C.B., V.C., aged 80 years. Col. Chaplin served in the Chinese campaign in 1860, in which he won his V.C. He was decorated for distinguished gallantry at the North Taku Fort. He served also in the Afghan War, 1878-80.

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BECKETT BEATS BURNS.

VETERANS' PLUCKY DISPLAY.

In the Albert Hall, London, recently Joe Beckett, the heavyweight champion of England, met Tommy Burns, the ex-heavyweight champion of the world, in twenty rounds. The contest was described as for the heavyweight championship of the British Empire.

It was 9.40 when the rivals entered the ring. Beckett was the first to appear, and he was heartily applauded as he ducked under the ropes, as also was Burns, who followed a minute later. Both looked fit and well, and they shook hands with each other very heartily.

Beckett looked much the taller and more muscular as they stood up for round one at 9.50. Both were cautious. Beckett was the first to lead with a left to the jaw, and then they clinched, and twice Burns tried to bring the right round to the jaw, but failed.

Beckett crouched and covered up, and at close range caught Burns one or two to the body. Burns was twice cautioned for holding. Burns was tricky, and his footwork perfect.

Round 2—Burns rushed in, but failed with a right lead to the head, and then Joe caught Burns with a couple of hard ones to the ribs. Burns, however, retaliated with a light right near the point. Joe caught him a flash hit to the mouth, drawing blood. Burns was still holding, and the referee again cautioned him. In close fighting Beckett punished Burns about the ribs.

Round 3—Beckett led with a light left, and then Burns caught Joe with a left to the jaw. He caught a heavy counter on the ribs which shook him up. Burns feinted with the left and twice brought the right to Beckett's jaw, and then they closed in. Burns was boxing well, and twice caught Joe with the left to the chin. Beckett played for the body, and Burns again hit him to the jaw.

Round 4—Joe led with the left, and when in holds he played on Tommy's ribs. Beckett got in a couple of lefts straight to Burns's chin. Tommy was always trying to bring the right up to the jaw. It was a hefty battle. Burns was countering and frequently made Beckett miss.

Round 5—There was a lot of sparring, after which Beckett pushed in and caught Burns some jarring blows with the right to the head. Burns dodged, and Joe frequently missed with the right, but Joe fought on, and had Burns somewhat groggy with hard rights to the jaw. Burns tried with the left, but his blows lacked power. They were in holds at the bell.

Round 6—Burns was the first to get to work, and got a light one to Beckett's head. Beckett then got busy, and Burns received lefts and rights from Beckett. Burns was the worse for wear, and bungled on. Beckett punished him severely with hard body blows.

Round 7—Burns's right eye was almost closed, but he was game and crafty. Beckett hit him a nasty one to the jaw and then upper cut him. Burns hung on, but Beckett caught him with a right to the jaw, and he was down for a count of eight. Beckett then upper cut him again, and just as the bell went, Burns's seconds threw in the towel.

SIR T. LIPTON'S "AMERICA CUP" FUND.

A statement by Lord Dewar that Sir Thomas Lipton had made provision in his will for funds to continue the struggle for the America Cup, if Shamrock IV failed, is denied by Sir Thomas himself. He describes the story as a "hoax."

NOTICES

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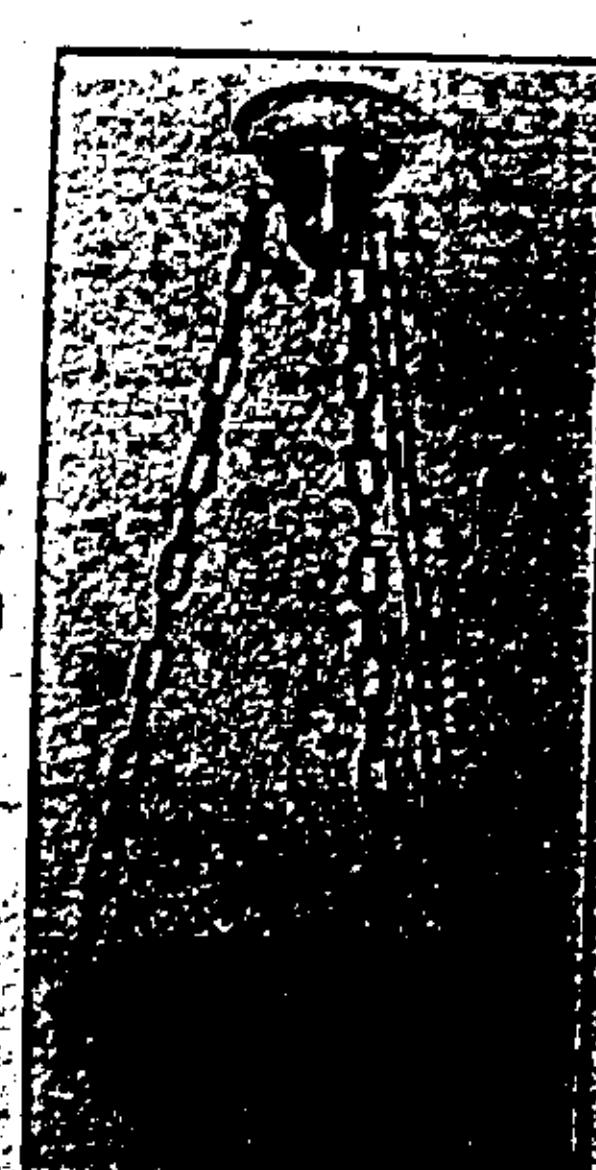
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MR. CHAMBERLAIN ON
NATIONAL FINANCES.PAST THE PEAK OF OUR
DIFFICULTIES.

The Chancellor of the Exchequer (Mr. Austen Chamberlain), the Governor of the Bank of England (Mr. M. C. Norman), and the Court of Directors, and many leading bankers and merchants of the City of London were the guests of the Lord Mayor and the Lady Mayoress (Sir Edward Ernest and Lady Cooper) at the Mansion-House recently.

"Prosperity to the Public Purse and the Health of Mr. Austen Chamberlain, the Chancellor of the Exchequer," was the principal toast.

In proposing it, the Lord Mayor said that more difficult problems had never faced the Chancellor of the Exchequer than at the present day. Since the war our National Debt had risen to eight thousand millions, and he thought they ought to give their support and not their criticism—(hear, hear)—to Mr. Chamberlain in that great problem which he had to face.

The Chancellor of the Exchequer, responding, said that in the midst of all the criticism—some of it, he thought, unfair—(hear, hear)—some of it, he thought, ignorant, but much of it no doubt honest, and he feared, not a little of it justified—he was profoundly conscious of the large measure of goodwill with which his efforts were met. Moreover, he felt that it was alone by that goodwill amongst men of knowledge and influence that he could be sustained in the difficult task which he had to perform. After a great cataclysm, such as had shaken the world, when the convulsion had subsided, the working of the vast forces of nature yet continued for a long time to disturb the ordinary course of human life and activity. It was not to be expected that in a few brief months or in a year or two the ravages of war could be repaired, or that the minds of men should settle down again into the normal course of their ordinary peaceful activities. New problems were created. In a few years there had worked in politics, in commerce, in finance, in the whole round of our human activities, a revolution such as was habitually spread over one or more generations, and those who were responsible, whether in Government or elsewhere, were confronted day by day with problems of a complexity and magnitude such as in more normal times they met with only once or twice in the course of a year. So it was not surprising if in those circumstances there was room for criticism, and if the efforts of those who were responsible did not give unqualified satisfaction.

A LONG VIEW NEEDED.
He was lamenting the other day to a learned friend of his the difficulties of his position. His friend made an observation which struck him as appropriate. He said he had often observed in a party up the river the zeal and rivalry with which every member of the party helped to take luncheon baskets out of the punt and to unpack their contents but, when it came to washing up and repacking there was not equal zeal or an equal number of volunteers. (Laughter.) Well, that was human nature, and he added: "If there is impatience, we who are the objects of it would be foolish to complain, but I venture to say once more that the work we have before us is a work which cannot be done to-day or this year." Each year, he proceeded, had its allotted task, and they were confronted with a task which spread over years. They, the members of the Government, the bankers, merchants, and others, needed to take a long view. It was in the courage and patience which a long view inspired that they would find the success which led to the prosperity which was the subject of their toast. And so they had acted. Much remained to be done.

ORGANIC REDUCTIONS IN EXPENDITURE.
To listen to some of the criticism they would almost think that the expenditure of the Government was much the same this year as last year; they would suppose that the expenditure next year must be as high as it was this year. "But," he added, "we have had gigantic reductions, and I shall be deeply disappointed and greatly surprised if we are not able to make large reductions again when we come to frame the Estimates of next year." (Cheers.) But the movement of our national life, the emergencies which the war had created, had widely extended Government activities—extended them into some fields from which he and he believed,

MR. R. RAMAGE.

DEATH OF LEITH
SHIPBUILDER.

The death took place recently at his residence, The Hawthorns, Craighall Road, Leith, of Mr. Richard Ramage who was for a great many years head of the firm of Messrs Ramage and Ferguson, shipbuilders, Leith. Mr. Ramage, who was in his 87th year, commenced business in Leith in 1877 in company with Ferguson. Both gentlemen were Clyde-bred men, having been trained in the works of Messrs Barclay, Curle & Co., Glasgow, and they brought considerable enterprise into their venture at the Fort of Leith.

The first vessel launched from the firm's yard, near the West Pier, in which the business is still carried on, was the Shamrock I, which was built for a local firm of shipowners.

For a long time Messrs. Ramage & Ferguson held the premier place in local shipbuilding. In addition to building many fine passenger and cargo vessels, they constructed a large number of steam yachts, in which trade, up till over ten years ago, they largely specialised. Many fine yachts of graceful outline and luxurious equipment both for home and foreign owners, were launched by them. Since 1880 the firm not only built the vessels, but fitted them with boilers and engines. Mr. Ramage was one of the few remaining shipbuilders who constructed composite yachts (vessels built of both wood and iron.) For a number of years Mr. Ramage was prominently identified with the public life of the town. He was a member of Leith Town Council, and also a member of the Leith Dock Commission and of the Leith School Board.

Of most those present would be desirous of withdrawing as rapidly as possible—but at the same time had extended the responsibilities which the Government were expected to fulfil. They could not expect to do at the old cost the greatly increased work. The Government was not immune from the common circumstances of the time. Expenditure, therefore, though it had been reduced, and though it would be reduced, must continue at a high figure. The very debt of which the Lord Mayor had spoken added to the national charges a sum for interest alone greater than our whole expenditure before the war.

SENSIBLE PROGRESS MADE.
But, he asked, Were these reflection matters of despondency? Not to him at any rate. He looked back on the months that had gone by, and found we had travelled a long way successfully. We had come through difficult times, even threatening serious disturbance, sometimes threatening calamity, without disaster of any kind. (Cheers.) We had made sensible progress. Let us take account of it and draw encouragement from it. We had passed the peak of our national difficulties and obligations. We had begun the downward path from the high levels to which we had been forced to climb. In the first six months of the year, when account was taken of the gold transferred to the Bank of England, the legal tender currency instead of continuing to increase had begun to decrease. The gross National Debt instead of growing larger and larger had been reduced by 200 millions. (Cheers.) The floating debt had been reduced by 60 millions. More important, if possible, all new demands for capital, whether for public or private purposes, had been met out of the savings of the people and not by a fresh creation of artificial credit. Our exports had steadily expanded and—though any calculation of this particular character was always subject to some doubt and some variety of opinion, he thought it was true to say that our exports, visible and invisible, had exceeded our imports, and had been sufficient to find the means to repay the 50 millions of foreign obligations which we had met or to produce the funds to meet it. He thought, at the same time, the obligations of foreign countries to the private citizens of this country had increased. "We were getting back some of those external obligations with which we were forced to part during the war, and as a result of some of those things of which he had spoken, the Economist Index number of prices, which had steadily risen from March of last year to April of this year, had at last begun to show a tendency to fall. (Hear, hear.)

OUR CREDIT ABROAD.
"We have no reason to be despondent," said Mr. Chamber-

LAWS IN PALESTINE.

SIR HERBERT SAMUEL'S
FINE IMPRESSION.

Mr. Landman, General Secretary of the World Zionist Organisation, who has just returned to Cairo from Palestine, in an interview with Reuter's correspondent said—

Sir Herbert Samuel's great personal charm has won the hearts of everyone. A Hebrew proverb says: "Words emanating from one man's heart penetrates another's." That was the effect of Sir Herbert Samuel's address upon his audience. They felt he had his soul in his task.

The old administration, which did not seem to grasp the basis of British policy, and whose actions were wittingly or unwittingly often antagonistic, has passed away, and the Zionists feel a new era has really commenced with a definite object, namely, the carrying out of the Balfour Declaration.

Mr. Landman said he had motored miles and miles through uncultivated land crying aloud for husbandry, but the Zionists agreed with Sir Herbert Samuel's policy of going slowly.

Sir Herbert said the country not only wanted man power but also money power, and he expected the Jews throughout the world to rally to the call for financial help.

When the country had settled down to regular and progressive economic life less thought would be given to politics and there would be less scope for unruly elements.

Sir Herbert Samuel, Mr. Landman said, was setting a good example by throwing himself with characteristic energy into administrative work, and was toiling from early morn till late at night.

Mr. Landman related two interesting incidents which had spread through the countryside and had greatly pleased the Arabs. The first took place when Sir Herbert Samuel reached Jaffa. There an English motor boat was in attendance, but Sir Herbert chose an ordinary Arab craft, and was rowed ashore by Arab boatmen.

The other concerned a dozen Sheikhs, who came from Beer-sheba, primitively clothed, and complained to Sir Herbert Samuel that effendis, who were dressed in European clothes, were given precedence at the reception of July 7.

Sir Herbert smilingly reminded the Sheikhs of their own proverb, "A noble steed is always noble whatever its trappings."

"We have done all that without any violent disturbance, without any serious financial crisis such as has afflicted some of the competitors who have been pointed out as most dangerous to us." He looked to the future with hope and confidence. In the midst of his troubles, in the midst of the difficulties which still confronted us, he found himself more confident of the future of that great City of London, more certain that we could hold our own in finance, in commerce, and in industry, than at any previous moment of his life. (Cheers.)

"So," he said, "we have been tried in the balance and not found wanting. Our resources in the Great War were the backbone of the Alliance which brought victory to liberty and justice."

Our efforts had secured a tribute of admiration from critics, friendly or hostile, outside our shores. It was not less true to say that the courage and determination which had been shown by our people in their private attitude and in their public finance to grapple boldly from the first with the immensity of our task had given to our credit abroad, both as financiers and as citizens, a reputation which even we might be proud to have earned. It would be a pity if, because of the fluctuating fortunes of the day, because of some momentary fit of weariness or despondency, we slackened our efforts. The sacrifices which we made to-day were the insurances for to-morrow. He therefore asked the country to endure those sacrifices, to make the struggle to-day in order not that those burdens might continue for ever, but that, when there were times of greater difficulty, and when relief was needed, we might have made such reduction in our burdens that the relief would be possible, and that the Government might then come to the assistance of trade as to-day it asked trade to come to its assistance. (Cheers.)

The Governor of the Bank of England said the object they had set themselves was with as little delay as possible to attempt to regain the gold standard, and to that end every movement had been directed.

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 having arrived from San Francisco and ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd. and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. Monday August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said Surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after August 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their bills of lading for countersignature.

THE ROBERT DOLLAR CO. Agents.
Hongkong, 18th August, 1920.

NOTICE TO CONSIGNEES.

THE ROBERT DOLLAR CO.

The Steamship
"M. S. DOLLAR"

having arrived from Vancouver, B. C. via ports on August 18th, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous Godowns of the Hongkong & Kowloon Wharf and Godown Company, Limited, and stored at consignees' risk.

All broken, chafed and damaged cargo is to be left in the Godowns until Monday, August 23rd, 1920, when they will be examined by Messrs. Carmichael & Clarke at 2.30 p.m. on Monday, August 23rd, 1920.

Claims will not be accepted unless cargo is so examined by said surveyors, prior to the above date. All claims must be presented within a month of the steamer's arrival here, after which they will not be recognized.

No claims will be admitted after the goods have left the Godowns. All goods remaining after Aug. 25th, 1920, will be subject to rent.

No Fire Insurance whatever will be effected. Consignees are requested to send in their bills of lading for countersignature immediately.

STRUTHERS & DIXON, INC. Agents.
1st floor, Powell's Building,
12, Des Voeux Road Central.
Hongkong, 17th August, 1920.

CONSIGNEES

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"MENTOR"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 25th August, will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th September, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1920.

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.
AND
CHINA MUTUAL STEAM
NAVIGATION CO., LTD.Consignees per Co's Steamer
"ACHILLES"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignee's risk. The Cargo will be ready for delivery from Godown on and after 23rd August.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and noon within the free storage period.

No claims will be admitted after the Goods have left the steamer's Godown, and all Goods remaining undelivered after the 28th Aug., will be subject to rent.

All Claims against the Steamer must be presented to the undersigned on or before the 11th Sept., or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 23rd August, 1920.

SHIPBUILDERS.
SHIP REPAIRERS.
BOILER MAKERS.
FORGE MASTERS.
OXY-ACETYLENE AND
ELECTRIC WELDERS.
MECHANICAL AND
ELECTRICAL
ENGINEERS.

TAIKOO DOCKYARD & ENGINEERING COMPANY
OF HONGKONG, LIMITED

—DRY DOCK—

LENGTH 787 FEET.

LENGTH ON BLOCKS 750 FEET

DEPTH ON CENTRE OF

SILL (H.W.O.S.T.) 34 FT. 6 INS.

—THREE SLIPWAYS—

CAPABLE OF HANDLING SHIPS UP
TO 3000 TONS DISPLACEMENT.ELECTRIC CRANE AT SEA WALL, CAPABLE OF
LIFTING 100 TONS AT 70 FEET RADII

BUTTERFIELD & SWIRE, AGENTS.

HONGKONG, CHINA & JAPAN.

Sufferers from Bad Legs, Abscesses, Ulcers,
Glandular Swellings, Eczema, Bolls,
Pimples and Eruptions, Piles, Rheumatism, Gout, etc.
should realize that these complaints are the symptoms of deep rooted blood
impurities, and while outward applications may give temporary benefit, they
can do no more because they cannot get below the surface of the skin.

The One Way to Real Relief.

complete and lasting, is to rid the blood of the poisonous waste matter, the
true cause of such troubles. To do this you cannot better Clarke's Blood
Mixture. This famous medicine of over 50 years' standing promptly attacks
overcomes and expels the impurities, that's why so many lasting cures
stand to its credit. Pleasant to take and harmless to old and young alike.
Of all Chemists and Stores

Don't be led to try a Substitute.

Clarke's
Blood
Mixture"Clarke's
Blood Mixture"

CONSIGNEES.

NOTICE TO CONSIGNEES.

S.S. "WEST HIKAI"

From LOS ANGELES via
HONOLULU, JAPAN PORTS
& SHANGHAI.

The above mentioned vessel
having arrived from the above
mentioned ports, Consignees of
cargo are hereby informed that
their cargo will be landed at their
risk into the hazardous and/or
extra hazardous Godown of the
Hongkong & Kowloon Wharf &
Godown Company, Limited, at
Consignees risk.

Consignees of cargo are hereby
notified that they must produce
an Import Permit signed by the
Superintendent of the Imports &
Exports, Hongkong, before Bills
of Lading can be countersigned.

All broken, chafed and damaged
goods are to be left in the
godowns, where they will be
examined on 30th August, 1920.

All claims must be presented
within a week of the steamer's
arrival here, after which they
cannot be recognized.

No claims will be admitted after
the goods have left the godowns,
and all goods remaining unde-
livered after August 30th, will
be subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

LOS ANGELES PACIFIC
NAVIGATION CO.as Operators, U. S. Shipping
Board.

Hongkong, 23rd August, 1920.

CONSIGNEES.

NOTICE TO CONSIGNEES.

STRUTHERS & DIXON, INC.

From SAN FRANCISCO.

The Steamship
"ELKHORN"

Having arrived from San Francisco via ports on 18th August, 1920, consignees are hereby notified that their cargo is being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Co., Ltd., Kowloon, and stored at consignees' risk.

Consignees of cargo must
produce an Import Permit signed
by the Superintendent of Imports
& Exports, Hongkong, before
bills of Lading will be counter-
signed.

All broken, chafed and damaged
cargo is to be left in the Godowns
where it will be examined at 10
a.m. on 24th August, 1920 by the
Company's Surveyors Messrs.
Carmichael & Clarke.

All claims must be presented
within ten days of the steamer's
arrival here, after which they
cannot be recognized. No claims
will be recognized after the goods
have left the Godowns and cargo
undelivered on and after 25th
August, 1920 will be subject to
rent.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

STRUTHERS & DIXON, INC.,
Agents.1st floor, Powell's Building,
12, Des Voeux Road Central.

Hongkong, 17th August, 1920.

FRECKLES AND HIS FRIENDS

He Expects Birch Bark to Bark!

BY BLOSSER.



Watson's very Old liqueur SCOTCH WHISKY

is a blend of the finest Whiskies
distilled in SCOTLAND.

The same high standard of quality
still maintained.

Per case of 1 dozen \$28
including duty.

A.S. WATSON & CO., LTD.

WINE AND SPIRIT MERCHANTS.
TELEPHONE 618.

Correspondents are requested to observe the rule which requires them to forward their names and addresses with communications addressed to the Editor, not necessarily for publication, but a and evidence of their bona fides.

All communications intended for publication should be addressed to the Editor.

Business correspondence should be sent to the Manager.

The rate of subscription to "The Hongkong Telegraph" is \$35 per annum. (Payable in Advance.)

The rate per quarter and per month, proportionate. Subscriptions for any period less than one month will be charged as for a full month.

The "Hongkong Telegraph" is delivered free when the addressee is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.80 per quarter is charged for postage. Single Copies, Daily, ten cents.

Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. The "Hongkong Telegraph" is now on sale at, and will be delivered to subscribers by, the Dairy Farm Company, Ltd., Shamshing, Canton, who are our agents there.

The Hongkong Telegraph

HONGKONG, TUESDAY, AUGUST 24, 1920.

THE TRUTH ABOUT CHINA.

We have often had occasion to regret the fact that the people of Western nations, by which we mean America and the principal European powers, have the haziest notions of prevailing conditions in China. All of them have heard pretty talk of "the awakening of China," a phrase which is far too glibly used by those who ought to know better, and many of them have been content to judge China and the Chinese by men of the type of those who have represented the Far Eastern Republic at the Peace Conference or those who represent their country abroad—"Westernised" Chinese shall we call them? Men, at any rate, who have a veneer of Western ideas about them, who can converse fluently in foreign tongues and who are given to the utterance of fine-sounding democratic sentiments. We fear that too many Europeans and Americans, in their own country, imagine when they meet a dapper young Chinese, attired in the conventional frock coat and silk hat, that here they have a typical representative of a people burning to free themselves from age-long oppression and conservatism. By men of this stamp is China judged abroad, and when they talk of fighting for the Constitution and of their determination to "save the country," they find ready listeners who are easily gulled into believing that Chinese political crises represent a battle between an oppressive militarism and a modern, enlightened democracy. It is a very fine dream, but only a dream.

True, there are informed writers in these Western countries who know the facts and who now and then seek to explain the situation in all its nakedness. Such as these is Mr. J.O.P. Bland, who of late has been contributing a series of most admirable articles in the leading London papers on Far Eastern affairs. The unfortunate thing, however, is that contributions such as these are read by the few rather than the many. Still, they have a value for all that. In one of his latest articles, Mr. Bland explains what the civil war in China really means. He shows that the recent quarrel which caused so much excitement in the North was a demonstration in force by the leading "Outs" against the pro-Japanese party in power. He then goes on to point out that, on general principles, and if there were any indication of disinterested love of country or common purpose of reform amongst the malcontents, justification might readily be found for a movement of this kind in the fact that such public opinion as exists in China undoubtedly resents the venal subservience of Marshal Tuan and his colleagues to their Japanese paymasters, but he makes the strong point in his article when he says: "Unfortunately, however, the proceedings of the so-called Peace Conference at Shanghai and the antecedents of the insurgent leaders, including Tang Shao-yi himself, all point clearly to the conclusion that patriotism and sincere principles have nothing to do with the case, for they are equally lacking on both sides. The 'Outs' have got a better war-cry than the 'Ins,' no doubt, but the fact remains indisputable (and is fully recognised by the Chinese themselves) that in these rapidly recurring crises there is no genuine conflict of political opinion, no quarrel between North and South—nothing, in fact, but the sordid strife of hungry politicians, each and all warring for their own selfish ends. Therefore, so far as the Chinese people are concerned, it matters nothing which side issues victorious from the present struggle; peace can never be assured to the nation at large until the strong hand of properly constituted authority shall have been firmly re-established."

Those words of Mr. Bland's sum the position up to a nicety. They reveal the bald truth and show what we have always contended—that the present political unrest is solely due to a scramble for office and all that goes with it. In other words, let the Southern self-styled Constitutionalists say what they will, or let the whole body of professed anti-militarists swear themselves hoarse to the contrary, it is nothing but a series of manoeuvres by rival elements to lay their hands on the country's revenues. There may be a few honest, well-intentioned men in both the one camp and the other—we should not like to go further than the "may be." But if there are, they do not count, for they are hopelessly outnumbered by others to whom the spoils of office are the chief incentive. The Strong Man is still needed. But where is he to be found?

NOTES & COMMENTS.

AUGUST WEATHER.

It has become a saying among older Hongkong residents that we seldom have typhoons in August, and it would seem as if August of this year is going to help maintain the record. We haven't had the signals up once, and, if we remember rightly, it was not until a few days ago that a typhoon warning was issued from the American Consulate since the somewhat stormy days of July. And we are also wondering whether a real weather record has not been established this month, seeing that the thermometer has been so exceptionally low for the time of year. Cool days and nights have been our experience lately, but no doubt September will witness a temperature a little less kindly. At Home, July has, within recent years, earned for itself quite a bad reputation, wet and chilly weather having been experienced. On similar grounds it would seem that August here is going to earn a good reputation, which proves that it is all a matter of where you are that determines your appreciation or otherwise of what Jupiter Pluvius and his associates care to give. A Hongkong summer is often spoken of as being almost unendurable, but the experience so far this year has proved that one can easily exaggerate when looking back on things. If it is the lot of Hongkong residents to endure nothing worse than they have had this year, then they will indeed be fortunate folk.

SENSATIONAL STORIES.

Just now there are quite a number of American tourists in the Colony, and with all due respect to their undoubted veracity, we wish to state that when some types of tourist get back to their own country they tell stories of the Orient as tall as Jacob's ladder. It is not an infrequent experience of ours, when looking through American newspapers we receive, to find that some tourist has been giving "stories" to American newspapers that contain scarcely any vestige of truth and quite a number of very obvious lies. We have just come across an example that is worth quoting. Under the picture of quite a pretty girl, there is the following: "Just about to be thrust into a pirate ship, and sold for \$50, the price said to be paid to Chinese pirates for white girls, Miss Ellen Neilson, of Copenhagen, screamed so loudly that a rescuing party, headed by Lee Winters, an American banker, helped her to escape. She was overtaken by night while touring the out-skirts of Canton, guided by four rickshaw men, who turned out to be kidnapers. She told her adventure in San Francisco on 'route to her home.' We have not the slightest hesitation in saying that that story is either pure fiction or a gross distortion of a trifling happening. It may have been invented in the minds of the parties concerned in order to gain cheap notoriety, or it may have been the product of an enterprising newspaper man whose 'stories' for the day needed something to give them 'pep.' But the incident, as told, certainly never happened. We have found plenty of similar fabrications, but have been content to let them pass. Not only is there a gross libel against the Chinese contained in this report, but Canton is being given an evil reputation it doesn't deserve and innocent American readers are being gulled into all sorts of mis-beliefs. Papers at Home are not altogether free of this kind of thing, either, and it is a pity that some people cannot travel without pandering to a desire for sensationalism and notoriety.

How by firing his revolver into the air, Sergeant Neil secured a prisoner who proved to be a trifle too alert was related by the officer himself when he charged his man at the Police Court this morning with being in unlawful possession of a pistol. It was stated that in the early hours of this morning the Chinese was seen prowling about in a suspicious manner near the Ko Shing Theatre, and when he noticed that he was under observation, he broke into a run, with the Sergeant hot on his heels. He came to a sudden halt when the shot was fired, and in a blue funk was a tame captive for the Sergeant. Mr. Farbrother Mason, who appeared for the defence, secured a remand of the case until another date.

DAY-BY-DAY.

IT DOESN'T PROFIT A MAN MUCH IF HIS SERVANT KEEPS THE COMMANDMENTS INTACT AND BREAKS ALL HIS CROCKERY.

We are asked to state that the s.s. "Empress of Russia" will not call at Kobe this voyage.

In the case in which a Chinese was charged with committing a robbery on two Chinese sisters of the steamer Groningen, at Yau-mai, a sentence of six months' hard labour was this morning inflicted on the prisoner by Mr. R.O. Hutchison.

According to our Macao correspondent, Lu Yun-shun, the regimental commander at Chin-shan, has received orders to prepare to take his three battalions back to Canton. They are to proceed by junk. This unexpected development suggests that important events are happening in eastern Kwangtung.

Our Macao correspondent informs us that a steam launch named the Tai Lee has been seized by the Lappa Customs launch Pak Tau off Nine Islands, outside Macao, with 1,900 tons of opium aboard. The seized launch is now in custody of the Customs at Ma Lau Chow, and a heavy fine will be imposed, in addition to the confiscation of the opium.

A quantity of gun cotton recently dumped into the Harbour by the Admiralty, safely, as they thought, was the object of attention by a certain Chinese boatman whose business instincts told him that profit awaited the man who could command a sale of this stuff which is in much demand by fishermen. Accordingly he set to work to save it, and in the deals which resulted proved himself too slippery for Inspector Earners, who was unable to lay his hands on him until Inspector Fox took a hand in the game. The man was caught yesterday, and a quantity of gun cotton seized on his boat was produced in evidence before Mr. R.O. Hutchison this morning. A fine of \$150 was inflicted by his Worship.

How by firing his revolver into the air, Sergeant Neil secured a prisoner who proved to be a trifle too alert was related by the officer himself when he charged his man at the Police Court this morning with being in unlawful possession of a pistol. It was stated that in the early hours of this morning the Chinese was seen prowling about in a suspicious manner near the Ko Shing Theatre, and when he noticed that he was under observation, he broke into a run, with the Sergeant hot on his heels. He came to a sudden halt when the shot was fired, and in a blue funk was a tame captive for the Sergeant. Mr. Farbrother Mason, who appeared for the defence, secured a remand of the case until another date.

LUSITANIA LIFEBELT.

A lifebelt, covered with slime and seaweed and bearing the name "Lusitania" in large black letters, has been found in the Delaware River, U.S.A. The finders state that a lock of blonde hair was found on the belt, which was in good condition except that one arm strap was broken.

putting a 10 per cent. tariff tax on all goods brought to these shores in foreign-owned ships. This is the rankest sort of discrimination against the ships of England, France, Holland, Scandinavia, Brazil and all the other maritime nations. America has many ships, but only a fraction of the world's great fleet. Her ships can't carry all the goods that cross the seven seas to her shores. She can't induce other nations to rest quiet under this discrimination. Suppose they take similar steps, as well they may, forbidding exports from America to their ports, unless carried in their ships? Will American ships sail empty to Europe in order to get cargoes of stuff America needs? Will British ships steam light to New York for loads of goods the British want? Is that economy or horse sense?

DYING DEPOSITIONS.

ARE THEY ADMISSIBLE AS EVIDENCE?

Arising out of the murder charge against Leung Tai at the Criminal Sessions before Mr. Justice Gompertz (the acting Chief Justice) and a jury, Mr. F.C. Jenkin, the counsel for the prisoner (instructed by Mr. F.E. Nash), this morning argued the question of the inadmissibility of the dying depositions of the man who was stabbed.

The Hon. Mr. J.H. Kemp, Attorney General, said that he would ask Inspector Murphy to give further evidence on this point of the dying depositions.

The Chief Justice—Mr. Attorney, you now tender the dying depositions?—Yes, my Lord.

Mr. Jenkin—This point is a very short one and it arises by reason of the proviso under Section 32 of the Evidence Ordinance of 1889. It appears on page 45 of the first volume of the Ordinance. The proviso is to the effect: The dying deposition may be admissible in evidence provided it is proved to the satisfaction of the Court that reasonable notice of the intention to take such deposition has been served on the prisoner, and that such counsel whom the prisoner may have chosen be present at a full opportunity of cross-examining the person who may make the deposition. My contention is that this deposition is not admissible on two grounds under this particular proviso, in that it has not been proved that reasonable notice was given to the prisoner or that he had a full opportunity of cross-examining. This does not imply on the Police officer or anybody concerned in the proceeding anything disparaging, but it is merely a proper objection to take on the facts as they present themselves. The facts are shortly these. At 11 o'clock on the morning of the 22nd July the prisoner was served with a notice outside the ward of the Government Civil Hospital by Inspector Murphy. The notice was explained by one Lau Wing-chun, who was called as a witness yesterday, and the prisoner was taken immediately before the deceased and the statement of the deceased was immediately taken before the prisoner, and the prisoner was forthwith asked to cross-examine him if he wished to. The notice and the deposition therefore were a connected transaction. A very recent case on this point was reported in 18 Law Times 211. Quickly. It appeared clear that this proviso which was for the benefit of the accused, as all else are, over-rode the whole of the section and unless its terms were strictly applied that evidence was not admissible. The next point was that the notice must be in writing. That was common ground, and it must not only be a notice but it must be reasonable notice. If it was admissible in this particular case it must be reasonable. It must not be reasonable from the point of view of the Crown, but from that of the prisoner, for whose benefit this proviso has been enacted. It must be reasonable in this sense, that it would give him an opportunity to discharge the duty of cross-examining. The other point was that he must have full opportunity to cross-examine. If a man were taken immediately after a notice into the presence of the deceased he did not have a full opportunity of cross-examining the evidence, which was clearly shown in the test case before Mr. Justice Avey, the great criminal practitioner. The case he (Mr. Jenkin) was quoting was King versus Harris, 1918, 82 Justice of the Peace 106. In this case a woman named Harris was charged with murder, she having, it was alleged, performed an illegal operation on a woman named Gander, who died as the effect of this operation. The woman was arrested on Friday, April 5th. On the facts of this case a verbal notice was served on the woman that the deposition of Gander might possibly be taken in hospital. On Saturday she was taken to the infirmary. They took the deposition of the dying woman and under section 39 of Indictable Evidence. This section provided for the deposition being taken by the Magistrate who had charge of the case. The proviso stated that the evidence must be taken before the prisoner, and that he or his counsel must have a full opportunity of cross-examining such statements. In this particular case of Harris, having given only verbal notice, they could not take the deposition.

The Chief Justice—In the case of King versus Harris the learned Judge says at the end of his judgment—"I regret that those responsible did not take the trouble to see that the evidence was admissible, thus supplying a wrong notice." I do not quite follow this.

Mr. Jenkin—If your Lordship will go further up into the judgment you will see that the Judge finds it a fact that verbal notice was given. If this judgment is consistent and sound good sense, it must mean that if they gave notice on Friday, which is a day before the dying deposition was taken, that would have fully apprised the prisoner of the proceedings that were going to be taken, and that would have given all the opportunity of cross-examining.

The Chief Justice—In other words, the notice that was received was for one hour and not 24 hours?

Mr. Jenkin—Yes, my Lord.

The Chief Justice—Of course, Newton's case is not given as an authority in the principle you rely upon.

Mr. Jenkin—It does not refer to this point in Newton's. It is only in Rocco's. My first ground, my Lord, is the most important. Mr. Kemp—I submit, my Lord, that the test suggested by my learned friend for construing the word "reasonable" is a wrong test. He says that it must be reasonable from the point of view of the accused, and I submit that it must be reasonable under all circumstances of the case reasonably taken into consideration. His interpretation is that if it is unreasonable from the point of view of the injured man the Crown does not matter. My submission is that you must take all circumstances into account and decide what is reasonable. If the time given to the accused to appear was insufficient to reach the place in time without extraordinary exertion. It may be unreasonable if there was no urgency and if he asked for a short delay to obtain legal assistance, and if that application was refused. Very often in injured men when he reaches the hospital, and the point of death, and the only chance to get the deposition taken is at once, even though the

Therefore they put it under section 39. It was said down that a full opportunity must mean more than an opportunity, and it was not sufficient to show that the prisoner was asked to put in evidence. Mr. Justice Avey in his judgment on this point of full opportunity of cross-examining says that "apparently at 6 p.m. the prisoner was apprised that the evidence would be taken at the infirmary. No opportunity was taken to secure a counsel. He says: 'I must have regard to the time that the prisoner was apprised that the evidence would be taken. It was only an hour.' In my opinion the prisoner did not have a full opportunity of cross-examining, and I must reject and hold it inadmissible." If the doctor at the hospital thought that the man was suffering from a grievous wound and was going to die immediately, and he thought that the benefit given to the accused by the proviso could be swept away, that was a misfortune for the Crown, and it could not be a misfortune for the accused. If they had given the prisoner ample time it would have given him a full opportunity to cross-examine. He (Mr. Jenkin) submitted that the deposition was inadmissible as the notice was not sufficient, and there was no opportunity to cross-examine. There was a third ground on which it was not admissible—that it was essential under the section that there should be a caption and that caption attached to the dying deposition. It was essential that the dying man should say on what charge the deposition was or what offence had been committed. At the date of taking this evidence the prisoner was not even charged. He had not been apprised by the Police that he would be put on trial for killing this man. He was not charged before July 3rd, which was another factor that this man was not given a full opportunity of cross-examining. The case on this was Rex versus Newton (Rocco's Criminal Evidence, page 62.) It merely said this, that the deposition with the caption not showing on what charge the deposition was taken was not admissible in evidence. There must be a caption. On these three grounds he (Mr. Jenkin) submitted that the evidence was inadmissible.

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Therefore they put it under section 39. It was said down that a full opportunity must mean more than an opportunity, and it was not sufficient to show that the prisoner was asked to put in evidence. Mr. Justice Avey in his judgment on this point of full opportunity of cross-examining says that "apparently at 6 p.m. the prisoner was apprised that the evidence would be taken at the infirmary. No opportunity was taken to secure a counsel. He says: 'I must have regard to the time that the prisoner was apprised that the evidence would be taken. It was only an hour.' In my opinion the prisoner did not have a full opportunity of cross-examining, and I must reject and hold it inadmissible." If the doctor at the hospital thought that the man was suffering from a grievous wound and was going to die immediately, and he thought that the benefit given to the accused by the proviso could be swept away, that was a misfortune for the Crown, and it could not be a misfortune for the accused. If they had given the prisoner ample time it would have given him a full opportunity to cross-examine. He (Mr. Jenkin) submitted that the deposition was inadmissible as the notice was not sufficient, and there was no opportunity to cross-examine. There was a third ground on which it was not admissible—that it was essential under the section that there should be a caption and that caption attached to the dying deposition. It was essential that the dying man should say on what charge the deposition was or what offence had been committed. At the date of taking this evidence the prisoner was not even charged. He had not been apprised by the Police that he would be put on trial for killing this man. He was not charged before July 3rd, which was another factor that this man was not given a full opportunity of cross-examining. The case on this was Rex versus Newton (Rocco's Criminal Evidence, page 62.) It merely said this, that the deposition with the caption not showing on what charge the deposition was taken was not admissible in evidence. There must be a caption. On these three grounds he (Mr. Jenkin) submitted that the evidence was inadmissible.

TO-DAY'S MISCELLANEOUS.

American shipbuilders have lost faith in the sailing ship. For years they have been experimenting with schooners of all sizes, and just before the war the largest sailing vessel in the world, the seven-masted Thomas W. Lawson, flew the Yankee flag. The actual five years of war gave a great impetus to the construction of these vessels in America. Hundreds were launched, some too hurriedly, and these were scrapped. Now, with the high prices of coal and oil, the Americans are turning out large sailing ships. In the immediate future they hope to have 700-foot vessels on the stocks, and they estimate that such vessels can be worked by 150 men, as against the 1,000 crew of a liner. A liner burns 240,000 worth of coal on a double run these days, so there is much to be said for the sailing ship. And, indeed, for speed it is not much inferior to the steamer. Few tramps can log 15 knots, which is by no means an enormous speed for a large vessel under sail.

The Prince of Wales is, it is believed, the first member of his family to be in anything like a serious railway accident in spite of all precautions. It took many years to reconcile royalty to the new mode of locomotion. As late as 1842 the *Morning Post* was able to explain that—Her Majesty never travels by railway. Prince Albert invariably accompanies the Queen, but patronises the Great Western generally when compelled to come up from Windsor alone. The Prince, however, has been known to say, "Not quite so fast another time, Mr. Conductor, if you please." Perhaps the Prince overcame the Queen's scruples, for on June 18 in the same year the *Railway Times* was able to announce that "Her Majesty made her first railway trip on Monday last on the Great Western Railway, and we have no doubt will in future patronise the line as extensively as does her royal Consort." Her Majesty's mother had already been using the railway regularly for many years.

accused has a few minutes to cross-examine. It is relative to say that the accused had no desire to obtain legal assistance, even if he had time for so obtaining it. There is no mention at all under section 32 of any delay to enable the accused to obtain legal assistance.

The Chief Justice—Yes; if he said that if he had a little time he could have legal assistance.

Mr. Kemp—No question of that kind arises here. If a man is stabbed at 12 o'clock at night and taken to hospital in a dying state, it would be difficult to get legal assistance. It may diminish the value in the fact that the prisoner did not cross-examine the dying man. As regards the question of reasonableness two points arise. The case cited by my learned friend is Rex versus Harris. According to the learned Judge, all that was required was to serve the notice on the prisoner. With all due respect I submit that Mr. Justice Avey appears to have overlooked both Acts.

Mr. Kemp continued to cite an article from the *Justices of Peace* organ.

Mr. Jenkin—Surely, he can not read this article.

The Chief Justice—I cannot see how you can cite the article, Mr. Attorney. Is it signed by any Member of the Bar?—No.

Mr. Jenkin—It may have been contributed by Mr. Kemp—(laughter.)

The Chief Justice (to Mr. Kemp)—Apart from the statutory offence, would it not have been better to tell the man what he was charged for?

Mr. Kemp—The deceased was then not in a precarious condition. The Police were waiting to see the result of the operation.

The Chief Justice—If the man had a solicitor, the latter could have asked the O.C. what the prisoner had been charged for.

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LINES FROM
LINKCUMDODDIE.

"Linkcumdoddie"
Ecclefechan, N.B.
21st July, 1930

Dear S—
.....but as I said to him, how
can ye expect a good cigar for
fourpence nowadays, wif veget-
ables the price they are? It's no
possible.

From what I can see by the
papers our Government is Coal-
ition only at election times and
out and out Tory at all
other times. That has been
more than once evident in
their attitude towards landown-
ers, champagne drinkers and
cigar smokers as compared wif
their attitude towards the con-
sumers of tea and sugar. Aye
I haven't the least possible doubt
whatever but that the Tariff
Reformers are aiming to be top
dog the now. The policy of
preferential duties may be
cloaked in "high-sounding
language anent Imperial unity,
Imperial development and the
like, but paltry as they are, they
constitute an attack upon the
principle of Free Trade at a
time when the common
folks, at all events, are having
bitter experience of the results of
artificial restrictions. Aye with-
out a doubt the conditions brought
about by the War have established
and reinforced international Free
Trade. What's more, the
preferential duties have already
caused remonstrances from some
of our Allies. Mind ye, trade
rivalry even under Free Trade is
aye difficult to avoid, but why in the
name of common sense should we
intensely if wif tariff barriers
at a time when we're supposed to
be advocating and trying to make
the most out of the League of
Nations? The next thing that's
to happen is that the Government
is going to draft legislation to
protect the consumer against
combines. If the Government
hadn't caused the combines in
the first place wif their *Protective
enactments* there wouldn't be the
need now to protect the people
against the profiteers. They've
got the cart before the horse right
enough. The consumer's chief
protection is, and always will be,
free trade.

It's an easy move from Free
Trade to eating. Janet she was
just saying the other day that this
would be a woman's paradise if it
wasn't for the roasting and boil-
ing and the like. But mind ye,
for all that there's none likes their
food better than herself. You
should just have heard her
wading into our grocer
the other day in the
matter of eggs. Ye see our hens
have caught the prevailing in-
dustrial spirit this while back.
Aye, I've been watching them
collecting together at the back of
the peat stack these past few
days. There's one rooster that's
just got too much to
say at times and the
result was just what I expected—
the supply o' fresh laid has been
dwindling away of late. That
rooster will speak out of his turn
once too often one bright fore-
noon and it'll be the pot the next
Sunday for him if he keeps on
interfering wif the output o' our
hen run.

Well, as I was saying, Janet
was at the grocer about the price
of fresh laid eggs. He, poor chap,
was trying his best wif her but
no having experience enough, so
to speak, was making a sore
hash of it and no mistake about
it. His last move was fatal—the
introduction of cold storage eggs.
And it was then that I
joined forces wif Janet. "Aside
from its freshness," says our
benighted and sugar-shov-
eller, "the cold storage eggs is

WEDDING.

ELLIOTT—PEGDEN.

The wedding was quietly
solemnised on Saturday, at the
Peak Church, Hongkong, of
Mr. George Herbert Elliott,
(youngest, son of the late
Mr. and Mrs. T. G. Elliott,
of Wandsworth Common, London,
S.W.) and Miss Ada Marie
Pegden (daughter of Mr. and Mrs.
W. G. Pegden, of Peckham,
London).

The ceremony was performed
by the Rev. V. H. Coplay Moyle,
the bride being given away by
Mr. E. W. Carpenter, whilst Mr.
G. S. Archbutt was "best man".
Mrs. Stubbings was at the
organ.

After the ceremony, a reception
was held at "La Hacienda," 73
The Peak. The honeymoon being
spent at the Repulse Bay
Hotel.

every bit as nice as the new laid
ones." You man needs his head
examined.

My idea always has been that
about all there was to an egg was
its freshness. And when I come
to think of it, mind ye, there are
quite a few things in life whose
inherent value is determined by
the same factor—their freshness.
Aside from eggs, there are
sermons, poems, horses, wives,
babies and fish. That's a
few I could mention off-
hand. Nobody cares for a too
long departed fish. It has aye
a Saturday night to Monday
forenoon taste about it, disguise
it as you may. And second hand
adopted babies are never quite so
desirable as fresh ones. Of course
I must, in this connection, make
it plainly understood that I don't
mean "fresh" in the American
sense. That kind aye need the
salt of discipline and the brime of
reprimand. Then there's the
minister in his declining years
trotting out the sermons he once
dashed off in his youthful vigour.
That's how sometimes there are
vestry meetings called and a call
goes forth for a new pastor, one
who picks his sermons fresh every
week from the tree of knowledge.
Then a tired horse is of no use.
We've got one hereabouts that
drives the station bus. When
the birds begin to perch on a
horse ye can begin to think about
the three dollars fifty that'll be
coming back for his hide. When
we get married for the first time,
we prefer them fresh. After the
third or fourth shot we may come
to widows or them to us, but
there's no doubt that freshness in
wives has, since the time of Eve,
been their most valuable feature.
Now, I'll admit that a cold
storage egg is maybe as much an
egg as a fresh one; as much
shell, yolk and white, but some-
how though the egg is all there it
must be generally admitted that
freshness in an egg is a virtue
that's worth, as a rule, all it
might cost. Aye I'm wif Janet
every time on the score of fresh
eggs, though mind ye, none of
us both may be just as fresh
as we used to be for all that.

I see from my weekly paper
that "Fashion has decreed, from
her high throne in Paris, that the
short shirt shall go. For once
then it would seem that
Fashion is on the side of
the angels—and the bishops.
But what will the other
angels say about it, the angels
who, by the sparse covering of
their superb persons, have aye
filled the ecclesiastical world wif
dismay and have caused perturba-
tion even in the mind of ordinary
men? I've an idea that for once
in a while they'll no see eye to eye
wif Her Majesty of Paris. To say
very much about woman's dress
is dangerous if not futile; but
somehow or other I've an idea

"NILE" ROBBERY.

NO MORE GOLD FOUND.

With reference to the "Nile"
gold robbery, beyond the \$2,000
discovered in the casting of the
funnel, no further results attended
the efforts of the Water Police in
their search yesterday for the
rest of the missing gold which
was believed to have been
concealed in some secret place on
the steamer after its removal
from the strong room.

Every precaution is being taken
to guard against any attempt at
removal of the gold ashore, by a
close search of the passengers'
effects and of sampans. It is
thought probable that any attempt
in this connection will be deferred
by the robbers to a more favour-
able occasion when, with the
relaxation of the close watch that
is being kept, there would be less
risk of discovery.

The three Chinese passengers
who were detained by the Police
in consequence of the discovery
of \$1,000 on their persons, have
been released, but the gold is
retained pending a satisfactory
enquiry as to its origin.

that the short shirt has come to
stay. I canna see them reverting
again to long skirts, high necks
and balloon sleeves as if a wave
of conventional modesty were
about to sweep over the
feminine world. Apart from the
alleged freedom of the short skirt,
in deciding to give it up woman
would be throwing to the wind one
of the best shots of her scheme of
attack, for I believe it's true what
a Hongkong Inspector of Police
once told me, that a man aye
looks at a woman's ankle first
and her face afterwards. And
mind ye a nice ankle's no to be
despised though they're few and
far between for all that.

The crisis at Spa has passed,
and the Germans, after holding
out till the last minute, have
caved in. Wif the memory of
her enmities still so fresh
in our minds, none can be
tenderly inclined towards Ger-
many but nevertheless it is
coming to be more generally
understood that the welfare of
Europe demands her return as a
political and economic unit in
the general scheme of things.

In recognising the fact we
look to our own interest
more than Germany's. Though
nowadays we have given
up for good the idea
of crushing Germany, it's still
very necessary to insist that she
should fulfil her obligations to
the best of her ability. What
that just amounts to appears
very hard to say for a
certainly, but burnt bairns
dread the fire and Germany's
habitual dishonesty doesn't help
to make the question any easier.
No, the behaviour of the
German delegates at Spa
doesn't suggest that they
realise the importance by honest
dealing. Germany aye maintains
that she has obeyed the
term of the Treaty so far
as it is "humanly possible."
Now's the time for her to
show us some of that super-
man stuff of hers.

Incidentally we could be
doing wif the superman touch
ourselves these days. What-
ever be the future of the
Government policy, Ireland to-
day is placing the British
Government in a ridiculous
position. Over the greater part
of the island two forms of Gov-
ernment are in being. No doubt
whatever about that. At one
time the Sinn Fein part seemed
to be an impudent travesty of
rule; but millions of the Irish
people appear to be taking it
quite seriously. In these tragic
days it is difficult to recall
that Home Rule used to be
regarded as an academic subject,
more or less that is, principally
less than more, if I mind
right. Politicians at West-
minster grew old and grey
arguing about Ireland's history
and economic condition. Time
and time again have the Nation-
alists protested that the desire
for self-government was deep-seated,
widespread and genuine.
Britain has oftener than once
been twitted with having planted
free communities in the far places
of the earth while maintaining a
people in bondage at her own door.
There were often instances of
lawlessness in the days gone by,
but it must be conceded that in
the main the agitation was
constitutional. The Unionists
always would have it that
much of the Irish case for
self-government was due to
a few professional agitators
and political priests. Those loyal

NOTICES

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Ulsterites have often disturbed
the peace and all along have kept
open a sore in the very heart of
the Empire. Wif them the rest
of Ireland was aye the most pam-
pered corner in the universe. All
that was necessary, they said, was
to get rid of the priests and shoot
up the few turbulent scallywags
that were left over. They and
wif them, the British Govern-
ment, refused to see the signs
of real discontent. They dis-
believed in its existence. Their
attitude was that of the farmer's
barometer which hung on
the wall and obstinately
indicated "fair" when the
rain was descending in lumps.
Hurling the lying instrument into
the flooded yard, the farmer
grimly remarked "Ye'll maybe
believe it's raining now!"

Well it's raining now! The
folks really and truly responsible
for the present condition of Ire-
land have at last grasped the idea
that her demand is a fact—in-
convenient, surprising, unpleas-
ant, but nevertheless a fact. What
are they going to do now? The
present Home Rule Bill cannot
be regarded as a settlement.
Neither side can have every-
thing its own way. There
can be neither salvation
nor solution in suspicion
and bigotry. The settlement must
be one of trust. If men, divided
by such bitter sectarian pre-
judices, can unite for industrial
emancipation, surely they can
unite for the advancement of their
own country. It can be done, but
the appeal must be to folks
reason. Machine guns and the
like are no going to turn the
trick. The curse of Ireland, it
appears to me, is her
tenacious clinging to ancient
memories. There's no
hair to draw between the North
and South in this respect. The
issues of the present are aye
confused and clouded by events
long since past. Just the other
day Sir Edward Carson and
Orangemen in general went back
to history to feed their martial
fervour and to stir themselves to
violent words. What good pur-
pose does it serve, I ask you, in
this supposed - to - be-enlightened
age, to commemorate with
war-like display the Battle of the
Boynes? Sinn Fein deserves all
our indignation for the murderous
treachery which it has exer-
cised of late in its attempt to
make our Government realise its
shortcomings. Aye they're

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way, aid the appetite and promote
normal growth. Concerning
them Mrs. Xavier Manie, of
Stoney Point, Ontario, Canada,
writes:—"I consider Baby's Own
Tablets a wonderful medicine for
children. My little girl was con-
stantly feverish, had no appetite
and was very pale. My baby
boy was cutting his teeth, his
bowels were irregular and he was
very cross. I gave them Baby's
Own Tablets and they are not
like the same children, they have
done them so much good. Now
I would not be without the
Tablets."

Of chemists, or post free 60
cents the vial, from Dr. Williams'
Medicine Co., Szechuen Road,
Shanghai.

bad lot without a doubt, but
nevertheless the need at the
present time is calm words and
temperate conduct, and the
Orangemen should have more
sense and set an example to all
Ireland. I think the question
has really narrowed itself down
to this one point—can the Irish
agree among themselves? If they
did come to some agreement the
Irish problem would be settled
right away.

Did I say that this was the
only way of fixing up this
Irish business? Aye, all but
one. The day before yester-
day at the railway station I
was attracted by a fine looking
poster, showing sunny hill slopes
of emerald green melting into
soft purple distances. In the
foreground a few red-roofed
cottages and a nice wee inn wif a
charabanc at the door. And there
was a winding road wif fine
ladies dressed in white, carrying
pink parasols, setting out for a
walk. It was a scene of gentleness
and tranquillity.
Then at the top I saw "Ireland
(for the holidays)"

Yours etc,
R. McW.

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Empress of Japan	Nov. 9	Nov. 30
Empress of Asia	Nov. 18	Dec. 6
Empress of Russia	Dec. 16	Jan. 3
Monteagle	Dec. 31	Jan. 24

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Flacey P. & O.	Aug. 26	
Grace D. R. D. Co.	Aug. 27	
Nile C. M. Co.	Aug. 27	
Ningchow B. L.	Aug. 27	
West Lion S. & D.	Aug. 29	
Kanagawa M. N.Y.K.	Aug. 30	
C. of Spokane P. & O.	Aug. 30	
Coast P. S. Co.	Aug. 30	
Tottori M. N.Y.K.	Sept. 1	
Toba J. C. J. L.	Sept. 1	
Innsbruck D. & Co.	Sept. 2	
Borneo M. O. S. K.	Sept. 3	
Bombay M. N.Y.K.	Sept. 4	
Shinyo M. T. K. K.	Sept. 6	
Talithybus B. & S.	Sept. 6	
Alpa O. S. K.	Sept. 7	
Delight P. W. Co.	Sept. 7	
Chicago M. O. S. K.	Sept. 9	
Wawilona P. S. Co.	Sept. 9	
Kaga M. N.Y.K.	Sept. 9	
Kansas B. L.	Sept. 10	
Birmingham C. R. L.	Sept. 10	
Fushimi M. N.Y.K.	Sept. 11	
Jepore P. & O.	Sept. 11	
Egremont C. D. N. Co.	Sept. 12	
Brave Coeur S. & D.	Sept. 14	
Vinita L. A. Co.	Sept. 15	
Easterling P. S. Co.	Sept. 15	
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Montague P. S. Co.	Sept. 15	
Denel S. & D.	Sept. 16	
Melville D. R. D. Co.	Sept. 17	
Khiva P. & O.	Sept. 17	
Surazi B. L.	Sept. 20	
C of Dunkirk B. L.	Sept. 20	
Mentor B. & S.	Sept. 21	
Kanawna P. & O.	Sept. 22	
Tanyo M. N.Y.K.	Sept. 22	
West Hindrod S. & D.	Sept. 24	
Atlas M. O. S. K.	Sept. 25	
Changsha B. & S.	Sept. 27	
Arabia M. O. S. K.	Sept. 27	
Korea M. T. K. K.	Sept. 30	
Katori M. N.Y.K.	Sept. 30	
Eledtu P. S. T. Co.	Oct. 1	
Ajar B. L.	Oct. 1	
Hungaria D. & Co.	Oct. 3	
Tajima M. N.Y.K.	Oct. 8	
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Kanchow B. & S.	Aug. 24	
Tungshing J. M. Co.	Aug. 24	
Pakhoi B. & S.	Aug. 24	
Chipsing J. M. Co.	Aug. 25	
Taksang J. M. Co.	Aug. 25	
Sunning B. & S.	Aug. 25	
Sosho M. O. S. K.	Aug. 26	
Luzon M. O. S. K.	Aug. 26	
Suiyang B. & S.	Aug. 27	
Yuenyang J. M. Co.	Aug. 27	
Siam M. O. S. K.	Aug. 27	
Taming B. & S.	Aug. 28	
Tatomi M. N.Y.K.	Aug. 28	
Cheongshing J. M. Co.	Aug. 28	
Teau B. & S.	Aug. 28	
Easton P. & O.	Aug. 29	
Tipanas J. C. J. L.	Aug. 29	
Hopsang J. M. Co.	Aug. 29	
Tangshing J. M. Co.	Aug. 31	
Tjondani J. C. J. L.	Aug. 31	
Samatung M. D. & Co.	Aug. 31	
Foehsing J. M. Co.	Aug. 31	
Haiching D. L. Co.	Aug. 31	
Chekiang B. & S.	Aug. 31	
Shisen M. O. S. K.	Sept. 1	
G. Apar P. & O.	Sept. 1	
Fooksang J. M. Co.	Sept. 2	
Tikini J. C. J. L.	Sept. 3	
Kumsang J. M. Co.	Sept. 3	
Kanowna P. & O.	Sept. 7	
Riojun M. D. & Co.	Sept. 14	
Borneo M. D. & Co.	Sept. 16	
Nikko M. N.Y.K.	Sept. 18	

THE ADMIRAL LINE
PACIFIC STEAMSHIP COMPANY

TRANS-PACIFIC FREIGHT SERVICE.
Operating the following U. S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER.
(Calling at Shanghai and Kobe.)
"CITY OF SPOKANE" ... About Aug. 30th.

For PORTLAND direct.
(Calling at Shanghai and Kobe.)
"COAST" ... About Aug. 30th.
"WAWALONA" ... Sept. 2th.
"MONTAGUE" ... Sept. 15th.

For SEATTLE.
"ICONIUM" ... About Oct. 6th.

THROUGH BILLS OF LADING ISSUED TO OVERLAND COMMON PORTS.
FOR FREIGHT AND PARTICULARS APPLY TO
THE ADMIRAL LINE
Telephones 2477 & 2478 5th Floor, Hotel Mansions

T. K. K. TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO.
VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.
"THE PATHWAY OF THE SUN."

STEAMERS. TONS. LEAVE HONGKONG.
SHINYO MARU 22,000 Sept. 6th.
PERSIA MARU 9,000 Sept. 17th.
KOREA MARU 20,000 Sept. 30th.
SIBERIA MARU 20,000 Oct. 12th.
TENYO MARU 22,000 Oct. 25th.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISO.
VIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALINA CRUZ, BALBOA, CALLAO, MOLLEDO, ARICA & IQUIQUE.
THENCE BY TRANS-ANDAN ROUTE TO BUENOS AYRES.

STEAMERS. TONS. LEAVE HONGKONG.
ANYO MARU 18,500 Sept. 9th.
SEIYO MARU 14,000 Nov. 9th.

For full information regarding passengers, freight, and sailings apply to:-
Y. TSUTSUMI, Manager,
King's Building. Tel. Nos. 2374 & 2375.
Agents at Canton: Messrs. T. E. GRIFFITHS, LTD.

SAN FRANCISCO.
U.S.S.B.

"WEST HEPBURN"
Sailing about October 1st.

THE ROBERT DOLLAR CO.
Tel. 795 & 792 Gen. P. O. Bldg. 3rd Floor.

HONGKONG SINGAPORE SAIGON SAMARANG

SOURABAYA
REGULAR FORTNIGHTLY SAILINGS
TO AND FROM
THE ABOVE NAMED PORTS
NEXT SAILING

U.S.S.B. "LAKE ONIWA"
Sailing on August 27th VIA HAIPHONG.

U.S.S.B. "LAKE FARRAR"
Sailing on September 1st.

Operated on behalf of U.S.S.B. Emergency Fleet Corporation. Through B/L issued to any port or common point destination in America or Canada.
For particulars and bookings apply to:-
THE ROBERT DOLLAR CO.
Tel. 792 RAY E. GUNN Gen. P. O. Bldg. 795 Manager.

SERVICE TO UNITED STATES.
NEW YORK and/or BOSTON
Via PANAMA.

S.S. "CAPE MAY"
ABOUT SEPTEMBER 15TH.

S.S. "ELDENA"
ABOUT OCTOBER 15TH.

S.S. "CITY OF JOLIET"
ABOUT NOVEMBER 15TH.

For freight space and particulars apply to:-
BARBER STEAMSHIP LINES INC., THE ADMIRAL LINE
AGENTS: 5th floor
Telephones 2477 & 2478 Hotel Mansions.

CHINA MAIL S.S. CO. LTD.

FREIGHT AND PASSENGERS.
"NANKING" "NILE" "CHINA"
15,000 tons. 11,000 tons. 10,000 tons.

SAILINGS FROM HONGKONG FOR
SAN FRANCISCO
VIA SHANGHAI, JAPAN PORTS & HONOLULU.
"NANKING" "NILE" "CHINA"
August 28th. Sept. 24th.

AN UNSURPASSED HIGH CLASS PASSENGER SERVICE.

O. H. RITTER. Freight and Passenger Agent.
Princo's Buildings, Ice House Street.
Telephone, Passenger Dept. 1934.
Telephone, Freight Dept. & Agent. 2161.

STRUTHERS & DIXON, INC.

Operating Far Eastern services on account of the
UNITED STATES SHIPPING BOARD.
ALSO
Amalgamated with
COSMOPOLITAN SHIPPING CO. NEW YORK GREEN STAR LINE. NEW YORK.

Operating Baltimore via Panama Service to the Far East.
To NEW YORK and BALTIMORE.

To SEATTLE.
"WEST ISON" ... 28th August.
To SAN FRANCISCO DIRECT.
"BRAVE COEUR" ... 14th September.
To CUBA.
"CHIPCHUNG" ... 15th September.

Through Bills of Lading issued to all U.S. and Canadian Overland Common Ports.
HONGKONG OFFICE:-1st floor Powell's Building, 12, Des Voeux Rd., Tel. 3008.

PRINCE LINE FAR EAST SERVICE.
For New York.

"CELTIC PRINCE" VIA SUEZ CANAL, Early October.

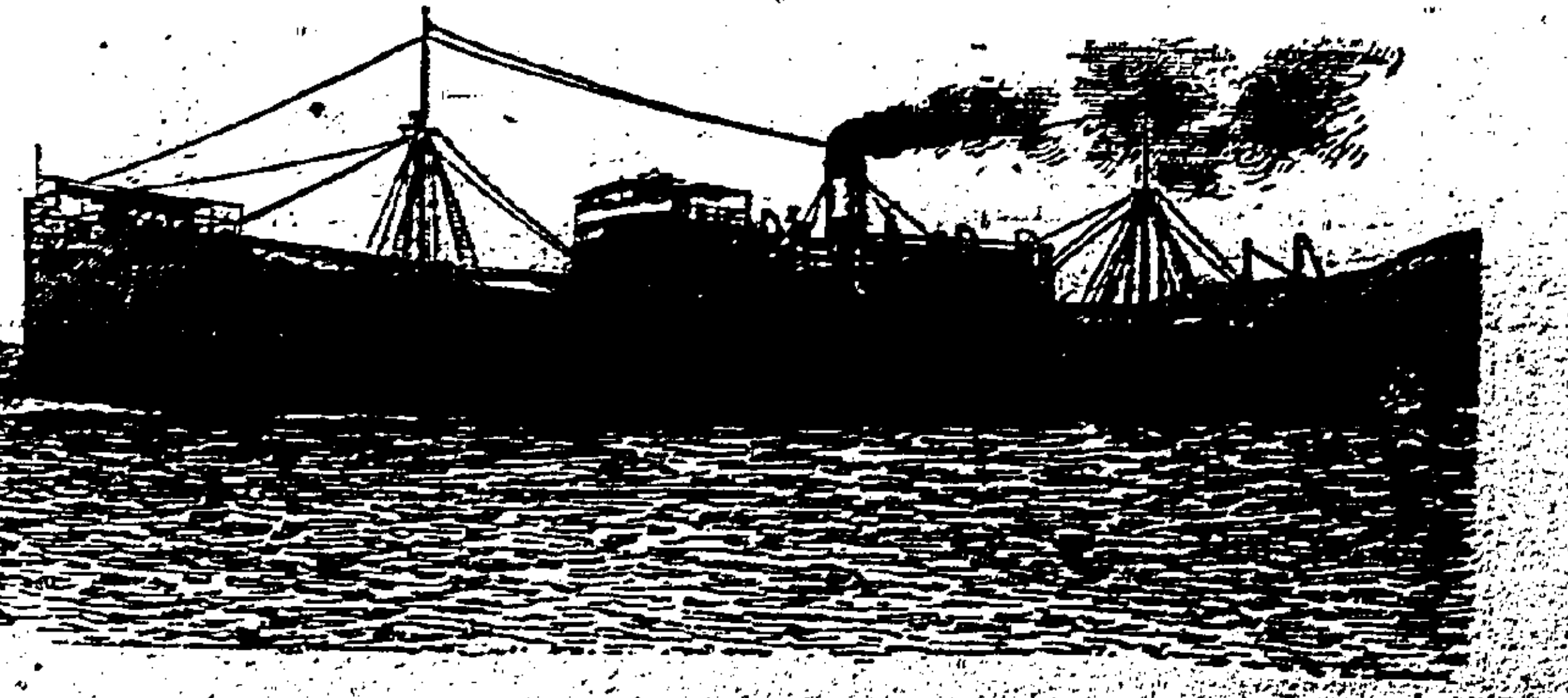
Steamers proceed VIA SUEZ CANAL OR PANAMA CANAL at Owners option.

For freight and further particulars, apply to:
SHEWAN TOMES & CO.
Agents.

THE HONGKONG & WHAMPOA DOCK CO., LTD.
TELEGRAPHIC ADDRESS "MANIFESTO" HONGKONG

Codes Used: A1; A.B.C. Fifth Edition Engineering, First and Second Edition; Western Union and Watkins

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers.
Iron and Brass Founders, Forge Masters, Electricians



S.S. "AMBATELOS" (ex "WAR TROOPER") 8,240 tons D.W. 5,195 tons GROSS
Built and engined by The Hongkong & Whampoa Dock Co., Ltd.
Is the order of the British Government.

Please Address Enquiries to the Chief Manager
R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG

LOS ANGELES PACIFIC NAVIGATION CO.
TRANS PACIFIC FREIGHT SERVICE.
Operating the following U.S. Shipping Board steamers.

HONGKONG
TO
LOS ANGELES, CALIFORNIA, U. S. A.

Due Inwards	About	Sailing	About
S.S. WEST HIKA	Aug. 20	S.S. WEST HIKA	Aug. 23
S.S. VINITA	Sept. 12	S.S. VINITA	Sept. 15
S.S. WEST HIXTON	Oct. 7	S.S. WEST HIXTON	Oct. 10

Through Bills of Lading to all U.S. and CANADIAN OVERLAND POINTS. No transshipment en route.

Shipside connection with the Saltlake, Santa Fe and Southern Pacific Railroads.

HEAD OFFICES: LOS ANGELES, CALIF.
BRANCH OFFICE: KOBÉ, SHANGHAI, MANILA, SINGAPORE.

HONGKONG OFFICE: Princo's Building, Chater Road, Telephone No. 1062.
CHAS. E. RICHARDSON, General Agent for South China.

Shipping to Europe, Australia, and other Ports.

P. & O. - BRITISH INDIA, APCAR AND EASTERN & AUSTRALIAN LINES.

(COMPANIES incorporated in ENGLAND)

STRAITS & BURMA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
PLASSY	4,400	25th Aug. noon	Singapore, Penang, Colombo, Bombay.
KHIVA	9,000	17th Sept.	Port Said, Marseilles and London.
JEYPORE	5,200	11th Sept.	
NANKIN	6,900	6th Sept.	

BRITISH INDIA-APCAR SAILINGS (South)

S.S.	Tons	From Hong-kong (about)	Destination
KANDOWN	7,000	25th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney and Melbourne.

SAILINGS TO SHANGHAI & JAPAN.

G. APCAR	4,600	1st Sept.	Shanghai & Japan.
KANDOWN	7,000	7th Sept.	Kobe only.
NANKIN	6,900	8th Sept.	Shanghai & Japan.
A. APCAR	4,900	11th Sept.	Shanghai & Japan.

WIRELESS ON ALL STEAMERS.

Parcels Messing not more than 50 lbs. will be received at the Company's Office up to noon on the day previous to sailing.

For Passage Rates, Handbooks, Freight, etc., apply to

MACKINNON, MACKENZIE & CO., Agents.

N. Y. K.**NIPPON YUSEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

SEATTLE & VICTORIA via Kiang, Manila, Shanghai & Japan ports. Cargo to Overland Points U.S. in connection with Great Northern, Northern Pacific, and Chicago, Milwaukee & St. Paul Railways.

FUSHIMI MARU ... 11th Sept. at 11 a.m.
KATORI MARU ... 11th Sept. at 11 a.m.
TAJIMA MARU ... 11th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez, Port Said & Marseilles.
SHIDZUKA MARU ... 25th Aug. at noon.
KAGA MARU ... 9th Sept. at noon.

HAMBURG, LONDON & ANTWERP via Singapore, Colombo, Suez and Port Said.
TOTTORI MARU ... End of September.

MARSEILLES & LIVERPOOL via S'pore, Cebu, Suez & Port Said.
SYDNEY & MELBOURNE via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU ... 11th Sept. at 11 a.m.
NIKKO MARU ... 11th Sept. at 11 a.m.

NEW YORK via Suez Canal.
AKITA MARU ... 25th Aug. at 11 a.m.

SOUTH AMERICAN PORTS via S'pore, Rio de Janeiro, Calcutta & Cape.
BOMBAY & COLOMBO via Singapore.

TENSHIN MARU ... 25th Aug. at 11 a.m.
CALCUTTA & RANGOON via Singapore & Penang.

CEYLON MARU ... 25th Aug. at 11 a.m.
BOMBAY MARU ... 25th Aug. at 11 a.m.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU ... 11th Sept. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
TOTOJI MARU ... 25th Aug. at 11 a.m.

YETOROFU MARU ... 25th Aug. at 11 a.m.
MISHIMA MARU ... 25th Aug. at 11 a.m.

For further information apply to—
Telephone Nos. 292 & 293.

S. YASUDA, Manager.

JAVA-CHINA-JAPAN LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	Will leave on or about	For
Tijuanas	Java	in port	29th Aug.	Haiphong.
Tjikini	Amoy	30th Aug.	3rd Sept.	Java.
Tjibodas	Java	7th Sept.	14th Sept.	Shanghai.

"The steamers are all fitted throughout with electric light and have accommodation for a limited number of saloon-passengers. All steamers carry a duly qualified surgeon. Cargo taken at through rates to all ports in Netherlands-India and Australia."

ALSO OPERATING

JAVA PACIFIC LIJN.

NEXT SAILING.

Steamer	From	Expected on or about	Will leave on or about	For
Tjibodas	Java	27th Aug.	31st Aug.	San Francisco.

Through Bills of Lading issued to U.S.A. and Canadian Overland Points.

For Freight and Passage apply to the

Java-China-Japan Lijn.

Telephone No. 1574. York Buildings.

Shipping to Europe, Australia, and other Ports.

O. S. K.**OSAKA SHOSHEN KAISHA.**

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.
LONDON, ANTWERP, ROTTERDAM & HAMBURG—Monthly direct service via Singapore and Port Said.

"ALPS MARU" (Call Marseilles) 7th September.
"ATLAS MARU" 25th September.
BUENOS AIRES—Rio de Janeiro, Santos, Mauritius, Durban and Cape Town via Singapore.

"CHICAGO MARU" Thursday, 9th September.
"CANDIA MARU" 2nd November.
BOMBAY & COLOMBO—Regular fortnightly service via Singapore.

"LUZON MARU" Thursday, 26th Aug.
"SIAM MARU" Friday, 27th Aug.
SAIGON, BANGKOK, & SINGAPORE—Regular Monthly Service.

"SHISEN MARU" Wednesday, 1st Sept.
SYDNEY & MELBOURNE—Monthly service taking cargo to New Zealand and Pacific Islands.

"KINAJINI MARU" Friday, 25th Sept.
VICTORIA, VANCOUVER, SEATTLE & TACOMA—Regular fortnightly service touching at intermediate ports in Japan and taking cargo to overland points U.S. in connection with Chicago MILWAUKEE & ST. PAUL RAILWAY.

"ARABIA MARU" Monday, 27th Sept.
NEW YORK—Regular monthly service via Japan ports, San Francisco, Panama and Cuban Ports.

"HONOLULU MARU" Thursday, 9th Sept.
JAPAN PORTS—Mojji, Kobe, Yokkaichi & Yokohama.
"MADRAS MARU" Monday, 30th Aug.

NEW ORLEANS.
"BORNEO MARU" Friday, 3rd Sept.

KEELUNG via SWATOW & AMOY—These steamers have excellent accommodation for 1st and 2nd class saloon passengers and will arrive at and depart from the O. S. K. wharf, near the Harbour Office.

"AMAKUSA MARU" Friday, 27th Aug.
TAKAO via SWATOW & AMOY.
"SOSHU MARU" Thursday, 26th August.

For sailing dates and further particulars please apply to—
Y. YASUDA, Manager.
Tel. No. 744 and 745 No. 1, Queen's Building.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer	Arrives Hongkong from Australia	Leaves Hongkong for Australia
CHANGSHA	21st Sept.	27th Sept.

This steamer is fitted with refrigerating machinery, ensuring a plentiful supply of ice, fresh provisions etc., and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to—
Butterfield & Swire, Agents.
Telephone No. 35.

"ELLERMAN" LINE.

(ELLERMAN & BUCKNALL STEAMSHIP CO., LTD.)

JAPAN, CHINA & STRAITS

UNITED KINGDOM AND CONTINENT.

For	Steamer	Sailing
LONDON	"KANSAS"	10th Sept.
LONDON	"SWAZI"	20th Sept.

For particulars of sailings shippers are requested to approach the undersigned.

Subject to change without notice.

THE BANK LINE, LTD.

or to REISS & Co. Canton General Agents.

DODWELL & CO., LTD.

STEAMSHIP SERVICES.

Regular Sailings to NEW YORK.

FOR NEW YORK BERTH.

S.S. "EGREMONT CASTLE"

—VIA SUEZ CANAL.

Sailing on or about 5th September.

LLOYD TRIESTINO.

FOR SHANGHAI & JAPAN.

S.S. "HUNGARIA" Sailing on or about 2nd September.
BRINDISI, VENICE & TRIESTE.

TAKING CARGO ON THROUGH BILLING TO
LEVANT, BLACK SEA & DANUBE PORTS
VIA SINGAPORE, PENANG & COLOMBO.

S.S. "INNSBRUCK" Sailing on or about 2nd September.
S.S. "HUNGARIA" Sailing on or about 3rd October.

NANYO YUSEN KAISHA LTD.

(SOUTH SEA MAIL S.S. Co.)

Regular services between

JAPAN, HONGKONG & JAVA.

For JAVA, S.S. "BORNEO M." sailing on or about 16th Sept.
S.S. "SAMARANG M." sailing on or about 10th Oct.

For JAPAN, S.S. "SAMARANG M." sailing on or about 31st Aug.
S.S. "RIOJUN M." sailing on or about 14th Sept.

OCEAN TRANSPORT CO., LTD.

(TAIYO KAIUN KAISHA)

Steamship services Trans-Pacific.

also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

Taking cargo on through Bills of Lading for South African Ports, with transshipment at CALCUTTA, in conjunction with the Indo-China Steam Navigation Co., Ltd. and APCAR Lines.

For Freight or Passage on any of the above Lines apply to—
DODWELL & CO., LTD. Agents.

COASTAL SHIPPING.

INDO CHINA STEAM NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

Destination	Steamer	Sailing
SHANGHAI via Swatow	Tungshing	Wed. 25th Aug. at d'light.
TSIN via W'wei & C'foo	Chipsing	Wed. 25th Aug. at d'light.
MOJI & Kobe	Kumsang	Wed. 25th Aug. at 8 a.m.
HAIPHONG via Hoihow	Taksang	Wed. 25th Aug. at 8 a.m.
MANILA	V-ensang	Fri. 27th Aug. at 3 p.m.
TIENSIN	Cheongshing	Sat. 28th Aug. at d'light.
SHANGHAI	Hopsang	Sun. 29th Aug. at d'light.
STRAITS & Java via Amoy	Fookshing	Tues. 31st Aug. at d'light.
KOBE	Fooksang	Thurs. 2nd Sept. at 5 p.m.
STRAITS & Calcutta	Namsang	Fri. 3rd Sept. at 3 p.m.

CALCUTTA LINE—This Line now affords regular sailings to Calcutta, Penang and Singapore. Returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai.

All steamers have excellent passenger accommodation, are fitted with Electric Light & Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE—Sailings approximately every five days between Canton and Shanghai, sometime calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued all to Northern and Yangtze Ports via Shanghai.

MANILA LINE—A weekly service is maintained with Manila by vessels with good passengers accommodation, sailings from both ports every Friday.

HAIPHONG LINE—Sailings approximately weekly for passengers and cargo, calling at Hoihow when inducement offers.

BORNEO LINE—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers.

Cargo taken on through Bills of Lading for Kudat, Jesselton, Labuan, Tawau and Lahad Datu.

TIENSIN LINE—A regular service is run from March to Nov. between H'kong & Tientsin calling at Weihaiwei & Chefoo.

CALCUTTA LINE.

S.S. "NAMSANG" will be despatched on 3rd Sept. at 3 p.m. for SINGAPORE, PENANG & CALCUTTA.

Through Bills of Lading issued to

RANGOON, PORT SWETTENHAM & MADRAS.

For Freight or Passage apply to—

JARDINE MATHESON & CO., LTD.

General Managers.

Telephone No. 215.

C. N. C.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
SAIGON	Sing	25th Aug. at 3 p.m.
AMOY, SHAI & PUKOW	Sunning	25th Aug. at 3 p.m.
SHANGHAI	Suiyang	27th Aug. at d'light.
MANILA, CEBU & ILOILO	Taming	28th Aug. at 4 p.m.
SHANGHAI & TSINGTAO	Tean	28th Aug. at 4 p.m.
AMOY & SHANGHAI	Chekiang	31st Aug. at 10 a.m.
SWATOW & BANGKOK	Luchow	31st Aug. at noon.
W'WEI, C'FOO & TIENSIN	Kueichow	1st Sept. at 3 p.m.

SHANGHAI LINE—PASSENGERS, MAILS AND CARGO. Excellent Saloon accommodation amidstships. Electric Light and Fans in Saloon and State-rooms. Regular schedule service between Canton, Hongkong and Shanghai (thrice weekly) and Tsingtao weekly, taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Passengers are landed in Shanghai, avoiding the inconvenience of transshipment at Woosung.

BANGKOK LINE—Weekly service to and from B'kok via S'ow.

For Freight or Passage apply to
BUTTERFIELD & SWIRE, Agents.
Telephone No. 36.
Hongkong Aug. 25, 1920.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE.

Regular Service of Fast, High Class Coast Steamers having good accommodation for First Class Passengers, Electric Light and Fans in state-rooms and Saloon and Excellent Cuisine.

FOR SWATOW, AMOY AND FOCHOW AND RETURN.
(Occupying 9 to 10 days.)

Steamships	Captain	Leaving
Haiphong	W. C. Pasmore	TUES. 24th Aug. at 2 p.m.
Haiphong	A. H. Stewart	FRI. 27th Aug. at 2 p.m.
Haiphong	J. S. Thomson	TUES. 31st Aug. at 2 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).
For Freight and Passage, apply to

Douglas Laprak & Co.,

General Managers.

PACIFIC SHIPPING.

NEW YORK DIRECT.

Joint service of the

"BLUE FUNNEL" LINE

(Ocean S. S. Co., Ltd. & China Mutual S. S. Co., Ltd.)

AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S. S. Co., Ltd.)

Sailings from Hongkong	via Suez	28th Aug.
"NINGHOW"	via Suez	10th Sept.
"BIRMINGHAM CITY"	via Suez	20th Sept.
"CITY OF DUNKERK"	via Suez	1st Oct.
"ALFA"	via Suez	

* Calling also at Boston.
Steamers proceed via Cape Horn for Panama Canal's Overland option.
Subject to change with notice.
For Freight and Passage apply to—

BUTTERFIELD & SWIRE, or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON. RESS & CO. CANTON.

MOVEMENTS ON STEAMERS.

The N. Y. K. s.s. DAKAR M. (Hamburg Line) left Rotterdam for this port via Suez on the 31st July and is expected here on the 5th Sept.

The s.s. KNIGHT OF THE GARTER (Blue Funnel Line) left Liverpool on 24th inst. for Hongkong and is due here on 1st September.

The N. Y. K. s.s. WAKASA M. (Liverpool Line) left Liverpool for this port via Suez on the 23rd July and is expected here on the 12th Sept.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line) left Calcutta for this port via Rangoon and Singapore on the 5th August and is expected here on the 25th Aug.

The American & Manchurian Line s.s. KANSAS from New York is due to arrive on 23rd August 1920.

The s.s. A J A N (Blue Funnel Line) left Liverpool on 31st July for Hongkong and is due here on 11th September.

The s.s. ANYO MARU arrived at Yokohama on the 8th instant and will leave on the 15th instant, being due at this port 27th inst.

The N. Y. K. s.s. SADO MARU (European Line) left London for this port via Suez on the 17th August and is expected here on the 16th Sept.

The N. Y. K. s.s. YETOROFU M. (Bombay Line) left Bombay for this port direct on the 13th August and is expected here on the 30th August.

The s.s. SHINYO M. arrived at Yokohama on the 11th inst. and sailed on the 15th instant, being due at Hongkong 24th inst. in accordance with schedule.

The N. Y. K. s.s. CEYLON M. (Calcutta Line) left Kobe for this port via Yokohama, Nagoya and Moji on the 14th August and is expected here on the 28th August.

The Ban Line s.s. BENLEDI from Antwerp, London & Middlesbrough left Singapore for this port on 20th and may be expected to arrive here on the 26th.

The American & Manchurian Line s.s. KANSAS, from New York, due to arrive on 2nd Sept.

The s.s. METHVEN, from Singapore is expected to arrive here on Wednesday, the 25th instant.

The N. Y. K. s.s. AKITA M. (New York Line) left Moji for this port on the 20th August and is expected here on the 25th Aug.

The N. Y. K. s.s. TENSHIN M. (Bombay Line) left Moji for this port on the 20th Aug. and is expected here on the 25th Aug.

The N. Y. K. s.s. TOTOMI M. (Calcutta Line) left Singapore for this port on the 20th August and is expected here on the 27th August.

The N. Y. K. s.s. FUSHIMI M. (American Line) left Kobe for this port via Nagasaki, Shanghai, Manila on the 22nd August and is expected here on the 3rd Sept.

The N. Y. K. s.s. SHIDZUKA MARU (European Line) left Shanghai for this port on the 22nd Aug. and is expected here on the 25th August.

The Dodwell Line, s.s. MURRAY CASTER CASTLE, left New York on the 14th August, for China & Japan.

The P. & O. s.s. PLASSY, left Shanghai for this port on the 22nd instant at 7 a.m. and is due here on the 25th instant at about 5 p.m.

LANDLORD AS LODGER.

PAYS FOR SHARE IN HIS OWN HOUSE.

Tenancy problems under the revised Rents Act multiply, but probably no more remarkable case will arise than that of a young married ex-soldier, who applied at Highgate recently for advice as to his real position.

He is a landlord who is now a lodger in his own house, and pays more rent for his rooms than his own tenant pays for the entire house!

During the war the landlord let the house at a rental of £25 per annum, himself paying £5 ground rent. He told the magistrate he now has to pay £25 a week to his tenant for the use of two rooms in the same house, and an "extra" for the use of a bath-room.

In addition, this "lodge-landlord" has to meet a mortgage charge of £1 a week on the property.

The magistrate regretted he could offer no advice, because he had only just received a copy of the new Act.

TO-DAY'S PICTURES.



SON OF "OIL KING."

Mr. John D. Rockefeller, Jr., out for a morning gallop.



LIPTON'S MASCOT.

Sir Thomas Lipton, holding his mascot, the wooden eagle with coat-of-arms of the United States, that once graced the salon of the yacht America, winner of the America's Cup in 1851.



MOONSHINE RAIDS IN GEORGIA.

Recent moonshine raids in Northern Georgia by U. S. Revenue Officers resulted in the capture of a score or more of moonshiners. Photo shows a few "stills" and the revenue officers.



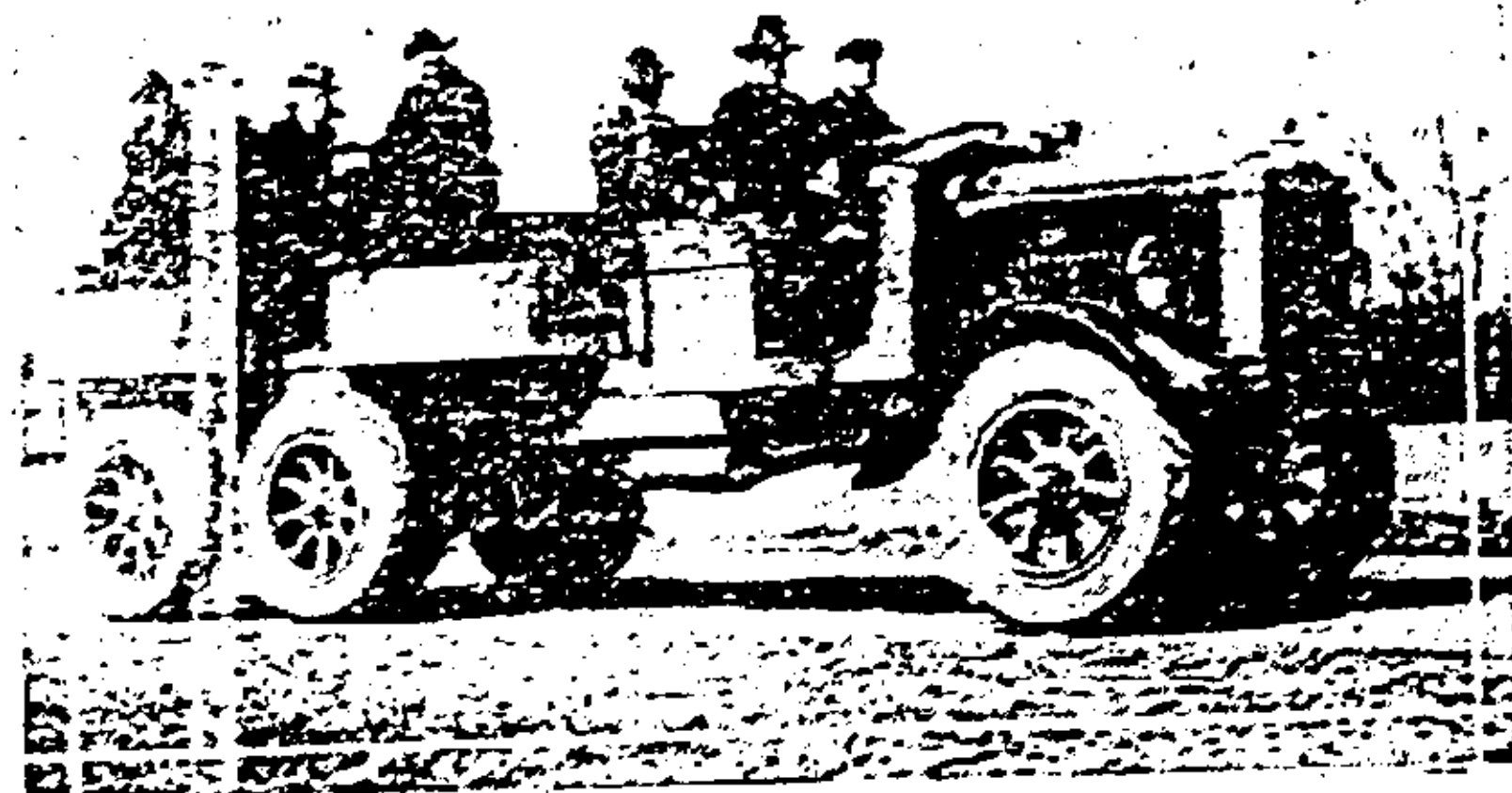
CREW OF THE "R-38"

who will soon attempt a trans-Atlantic flight in the world's largest dirigible.



TO PROMOTE U. S. INTERESTS ABROAD.

Col. E. M. House, whose departure for Europe has created a surprise in political circles. It is said the object of his trip is to promote American interests in Europe. Photographed on board the Lapland with Mrs. House, just before sailing from New York for Europe.



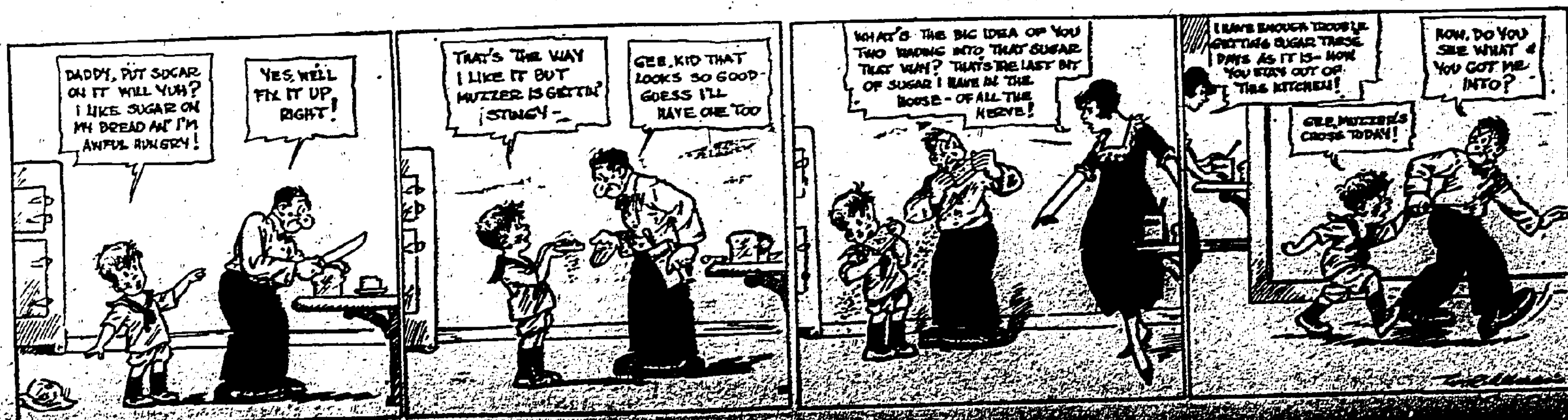
NEW SIX WHEEL TRUCK.

Not only has this truck a heavier carrying capacity on smaller tyres, but its designers say it has greater breaking ability, more operating radius, better traction and reduces axle weight.

DOINGS OF THE DUFFS.

Danny Gets His Dad in Bad.

BY ALLMAN.



NOTICES.

AMERICAN EXPRESS COMPANY.

Established America 1841 Europe 1891.
HEAD OFFICE:— NEW YORK CITY.
WORLD WIDE SERVICE.
Exclusive Offices maintained at all principal cities in America.

Foreign Offices.

ANTWERP BARCELONA BERLIN BORDEAUX BREMEN BRUSSELS BUENOS AIRES CHRISTIANIA COBLENZ COPENHAGEN GENOA
GLASGOW HAMBURG HAVRE KOBE LIVERPOOL LONDON LUCERNE MANILA MARSEILLES MONTREAL NAPLES
NICE PARIS PETROGRAD ROTTERDAM ROME SOUTHAMPTON SHANGHAI STOCKHOLM TORONTO VALPARISO YOKOHAMA

In Process of Organization.

ALEXANDRIA HAVANA RIO DE JANEIRO CAIRO MONTEVIDEO WARSAW

SHIPPING AND BANKING CORRESPONDENTS AT ALL PRINCIPAL CITIES AND PORTS OF THE COMMERCIAL WORLD.

OUR FACILITIES INCLUDE:—

Financial, Transportation and Travel Service.
Advice on Packing, Shipping Routes, Foreign Custom Requirements.
Credit Information, Market and Trade Reports.
Financing of Imports and Exports.
Issuance of Drafts, Money Orders, Travelers Cheques, and Letters of Credit.
Bills of Exchange negotiated and collected.
Mail and Cable Payments effected.
Commercial, Time and Savings Deposits received in local currency, Pounds Sterling, United States Dollars, Francs, Peso, Tael and Yen currencies.
YOUR ACCOUNT IS INVITED.

C. H. BENSON,
MANAGER.
Hongkong.

SHIPPING.

THE ADMIRAL LINE

Freight Service to Europe.

Regular Service to

ANTWERP & ROTTERDAM.

S.S. "EASTERLING"

ABOUT SEPTEMBER 1920.

For freight space and particulars apply to:—

BARBER STEAMSHIP LINES INC.,

THE ADMIRAL LINE

AGENTS.

Hotel Mansions.

CANADIAN PACIFIC OCEAN SERVICES, LIMITED.

FOR VICTORIA AND VANCOUVER, B.C. VIA SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.

S. S. "METHVEN"

WILL BE DESPATCHED FROM HONGKONG ON OR ABOUT THE 31st AUGUST.

Through Bills of Lading issued to Canadian and U. S. Overland points.

For space and further particulars, apply to:—

P. A. COX,
Acting General Agent,
C.P.O.S. Ltd.

WATER RETURN.

Level and Storage of water in Reservoirs on Aug. 1, 1920.
CITY AND HILL DISTRICT WATER WORKS LEVEL.

Station	Level with overflow	Level with overflow
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1

STORAGE IN MILLIONS AND DECIMALS OF GALLONS.

Station	1919	1920
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1

Consumption of water in the City and Hill District in millions and decimals of gallons during the month of July.

Station	1919	1920
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
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Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1
Titan	121.1	121.1

UNCLAIMED TELEGRAMS.

THE GREAT NORTHERN TELEGRAPH COMPANY, LTD.

The following Unclaimed Telegrams are lying here:—
Cuxi, from Shanghai.
Koseikoshi, from Shanghai.
Pau, from Shanghai.
1684, 1344, 7311, from Shanghai.
Santra, from Kobe.
Tungack, Stationery, Central Wellington Street, from Amoy.
Lalchunsang Tongtak, Stationery Central Wellington Street, from Amoy.
Palmer, Hongkong Hotel, from Shanghai.
Kwan-sang, from Hankow.
Hether Queen's, from Unzen.
N. LUND.
Act. Superintendent, Hongkong, Aug. 19, 1920.

EASTERN EXTENSION AUSTRAL-ASIA & CHINA TELEGRAPH CO.

Brown, Hongkong Club, from Singapore.
Fry, Powhattan, from Saigon.
Mrs. & Mr. Steinbach, Steamer Vonwaerwick, from Siboga.
M. E. F. AIREY, Superintendent, Hongkong, Aug. 19, 1920.

WHIST DRIVE ON GOODWIN SANDS.

Twelve British wounded "Tommy's" staying at the Berkshire Convalescent Home, Deal, visited Goodwin Sands recently, and for the first time on record played a whist drive there. When landing on the sands they disturbed two monster seals lying asleep, or basking in the sunshine. They next inspected the wreck of the German submarine U 48, the conning tower of which is still visible. Seating themselves around this piece of memorable wreckage, the men, some of whom belonged to the "Old Contemptibles," using hard dry clean sand as a table, dealt out their respective packs of cards, and enjoyed the games immensely, despite the weird and uncanny surroundings.

PRICES are Very Moderate, Inspection and Enquiries are cordially invited.

YOU CANNOT AFFORD TO BE WITHOUT THEM

JUST received a large Consignment of (1) LACTOGEN the most digestive food for Infants which keeps good in quality during Hot Weather; (2) LACTOSE (Milk Sugar) for sweetening the foods of Infants and Dyspeptics; (3) MILFORD-McGRATH FLUID INSECTICIDE the Best Fluid for destroying Fleas, Mosquitoes, Bugs, Flies and all other Insect Pests in Summer days; and (4) JOHN CAHILL'S GOLDEN FLEECE, MAGIC and CINDERELLA SOAPS for keeping everything clean in Houses.

PRICES are Very Moderate, Inspection and Enquiries are cordially invited.

SHU FUNG TAI & CO.

Sole Agents for Hongkong and South China.
47 and 48 Connaught Road Central, Hongkong.
Telephone No. 1235.

BANKS.

THE MERCANTILE BANK OF INDIA, LIMITED.

Head Office 11, Gracechurch Street, London, E. C. 4.

Authorized Capital	£1,000,000
Subscribed Capital	£1,000,000
Paid Up Capital	£1,000,000
Reserve Fund	£1,000,000

BRANCHES.

The Bank of England

The London Joint City & Midland Bank, Ltd.

BRANCHES:—

Bombay Calcutta Colombo Hongkong

Madras Rangoon Shanghai Singapore

Sourabaya Swatow Tientsin Yokohama

Every description of Banking and Exchange business transacted.

Interest allowed on Current Accounts at 2 per cent per annum on Daily Balances, and on Fixed Deposits at rates which may be ascertained on application.

N. C. WILSON, Acting Manager

7, Queen's Road Central, Hongkong, 12th December, 1919.

THE INDUSTRIAL AND COMMERCIAL BANK, LIMITED.

Head Office: 6, Des Voeux Road, Central, Hongkong Branch, Raffles Place, Singapore.

DOMESTIC & FOREIGN BANKING. SERVICE PROMPT.

Current, Savings, and Fixed Deposits bear interest at Rates 2, 4, 5, respectively.

J. USING LY, Acting Manager

Hongkong, 7th July, 1919.

PEAK TRAMWAYS CO., LTD.

TIME TABLE.

WEEK DAYS.

8.00 a.m. to 10.00 a.m. Every 15 mins.

10.30 a.m. to 12.30 p.m. Every 15 mins.

1.00 p.m. to 3.00 p.m. Every 15 mins.

3.30 p.m. to 5.30 p.m. Every 15 mins.

5.30 p.m. to 7.30 p.m. Every 15 mins.

7.30 p.m. to 9.30 p.m. Every 15 mins.

9.30 p.m. to 11.30 p.m. Every 15 mins.

11.30 p.m. to 1.30 a.m. Every 15 mins.

1.30 a.m. to 3.30 a.m. Every 15 mins.

3.30 a.m. to 5.30 a.m. Every 15 mins.

5.30 a.m. to 7.30 a.m. Every 15 mins.

7.30 a.m. to 9.30 a.m. Every 15 mins.

9.30 a.m. to 11.30 a.m. Every 15 mins.

11.30 a.m. to 1.30 p.m. Every 15 mins.

1.30 p.m. to 3.30 p.m. Every 15 mins.

3.30 p.m. to 5.30 p.m. Every 15 mins.

5.30 p.m. to 7.30 p.m. Every 15 mins.

7.30 p.m. to 9.30 p.m. Every 15 mins.

9.30 p.m. to 11.30 p.m. Every 15 mins.

11.30 p.m. to 1.30 a.m. Every 15 mins.

1.30 a.m. to 3.30 a.m. Every 15 mins.

3.30 a.m. to 5.30 a.m. Every 15 mins.

5.30 a.m. to 7.30 a.m. Every 15 mins.

7.30 a.m. to 9.30 a.m. Every 15 mins.

9.30 a.m. to 11.30 a.m. Every 15 mins.

11.30 a.m. to 1.30 p.m. Every 15 mins.

1.30 p.m. to 3.30 p.m. Every 15 mins.

3.30 p.m. to 5.30 p.m. Every 15 mins.

5.30 p.m. to 7.30 p.m. Every 15 mins.

7.30 p.m. to 9.30 p.m. Every 15 mins.

9.30 p.m. to 11.30 p.m. Every 15 mins.

11.30 p.m. to 1.30 a.m. Every 15 mins.

1.30 a.m. to 3.30 a.m. Every 15 mins.

3.30 a.m. to 5.30 a.m. Every 15 mins.

5.30 a.m. to 7.30 a.m. Every 15 mins.

7.30 a.m. to 9.30 a.m. Every 15 mins.

9.30 a.m. to 11.30 a.m. Every 15 mins.

11.30 a.m. to 1.30 p.m. Every 15 mins.

1.30 p.m. to 3.30 p.m. Every 15 mins.

3.30 p.m. to 5.30 p.m. Every 15 mins.

5.30 p.m. to 7.30 p.m. Every 15 mins.

7.30 p.m. to 9.30 p.m. Every 15 mins.

9.30 p.m. to 11.30 p.m. Every 15 mins.

11.30 p.m. to 1.30 a.m. Every 15 mins.

1.30 a.m. to 3.30 a.m. Every 15 mins.

3.30 a.m. to 5.30 a.m. Every 15 mins.

5.30 a.m. to 7.30 a.m. Every 15 mins.

7.30 a.m. to 9.30 a.m. Every 15 mins.

9.30 a.m. to 11.30 a.m. Every 15 mins.

11.30 a.m. to 1.30 p.m. Every 15 mins.

BANKS.

ASIA BANKING CORPORATION

AN AMERICAN BANK

Capital \$4,000,000. Surplus \$1,100,000.

Head Office, New York U.S.A.

BRANCHES

SHANGHAI TIENTSIN MANILA
PEKING HANKOW CANTON
CHANGSHA

All Descriptions of banking business transacted.

Interest allowed on Current, Savings Accounts and Fixed Deposits in Local Currency, U.S. Dollars, Sterling or Francs.

American Bankers Association and Guaranty Trust Company of New York Travelers Cheques, sold by us, payable throughout the world.

D. M. BIGGAR,
Hongkong Manager.

THE BANK OF CHINA.

(Specially authorized by Presidential Mandate of the Republic of China on the 22nd of November, 1917.)

Authorized Capital \$60,000,000.00

Paid up Capital 12,279,800.00

Reserve Funds 3,197,400.00

HEAD OFFICE: PEKING

HONGKONG BRANCH: 20/21

Connaught Road Central

Branches and Sub-branches all over China and Correspondents in San Francisco, Singapore and Tokyo.

London Bankers—The National Provincial and Union Bank of England, Ltd.

New York Bankers—Irving Trust Company.

Interest allowed on Current Accounts and Fixed Deposits.

Terms on application.

Every description of Banking Business transacted.

Loans granted on approved securities.

Special facilities for Home Exchange.

Interest on Fixed Deposits at the following rates:—

For 3 months 3% per annum

For 6 months 4% per annum

For 12 months 5% per annum

TSUYEE PEI

Manager.

THE BANK OF EAST ASIA LTD.

HEAD OFFICE:—

No. 2, Queen's Road Central.

Paid-up Capital \$2,000,000.00

Reserve Fund 200,000.00

Undivided Profits over \$400,000

Directors.

Mr. Pong Wai Ting, Chairman.

Mr. Chou Shou Sou, Mr. Kan Yung Po, Mr. Lo Koon Chou, Mr. Mok Chung Kong, Mr. Fung Ping Shan, Mr. Wong Yung Tong, Mr. Y. K. Kwok, Mr. Chen Ching Shek, Mr. Ng Chang Lok.

Chief Manager—Kao Tung Po, Esq. Asst. Manager—Li Tai Fung, Esq.

Every description of Banking and Exchange business transacted. Loans granted on approved securities.

Interest allowed on Current Deposit Accounts at the rate of 2 per cent, per annum, and on Fixed Deposits at the following rates:—

For 3 months at the rate of 3 1/2 per cent.

For 6 months at the rate of 4 1/2 per cent.

For 12 months at the rate of 5 1/2 per cent.

THE BANK OF EAST ASIA LTD.

Hongkong, February 12th, 1919.

BANQUE INDUSTRIELLE DE CHINE.

(FRENCH BANK)

Authorized Capital 200,000,000

Subscribed Capital 120,000,000

Paid-up Capital 75,000,000

Surplus 50,000,000

Chairman of the Board of Directors—André Berthelin

General Manager—J. A. Pons

HEAD OFFICE: 71, Rue Saint-Lazare, PARIS.

BRANCHES:

Amoy, Canton, Hankow, Harbin, Hongkong, Lyons, Shanghai, Tientsin, Yokohama.

Branches in France: Bordeaux, Lille, Lyon, Marseille, Nantes, Paris, Rouen, Strasbourg, Toulouse.

Branches in China: Peking, Tientsin, Hankow, Shanghai, Canton, Harbin, Manchuria.

Branches in Japan: Yokohama, Kobe, Osaka, Tokyo.

Branches in India: Calcutta,

